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TUNIS' NEW
INTERNATIONAL
TOPOGRAPHICAL

Rail Road
Guide of the



UNITED STATES & CANADAS.

MAY, 1859.

W. E. TUNIS,
NIAGARA FALLS, N. Y., AND CLIFTON, C. W.

HISTORY OF CHICAGO, Pages 3 to 18.

Refer to Table of Contents, page 157, 158, 159, and 160.

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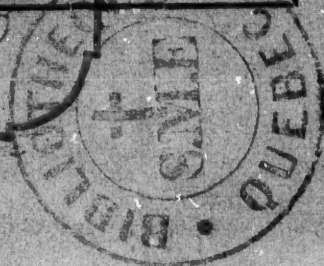
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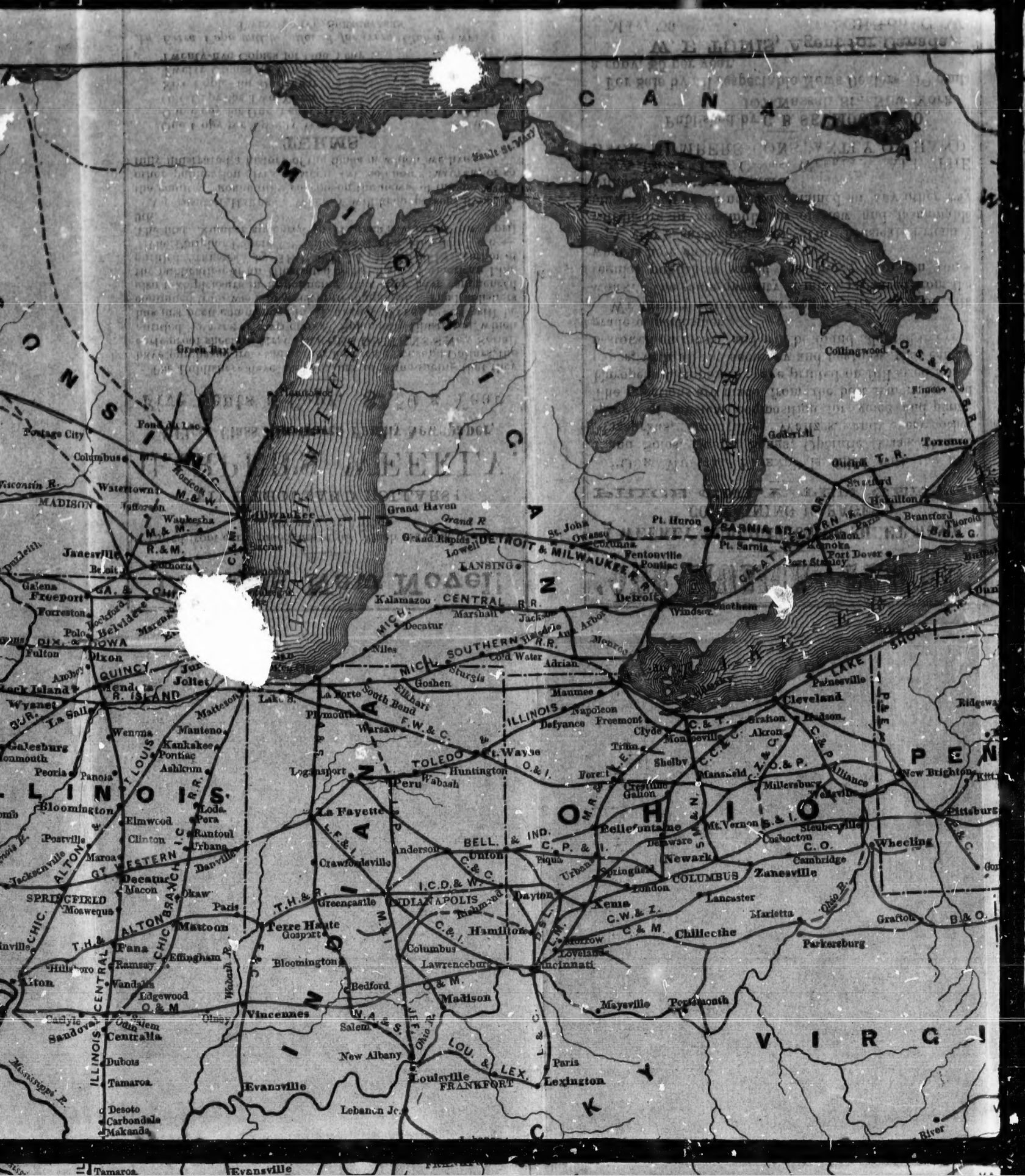
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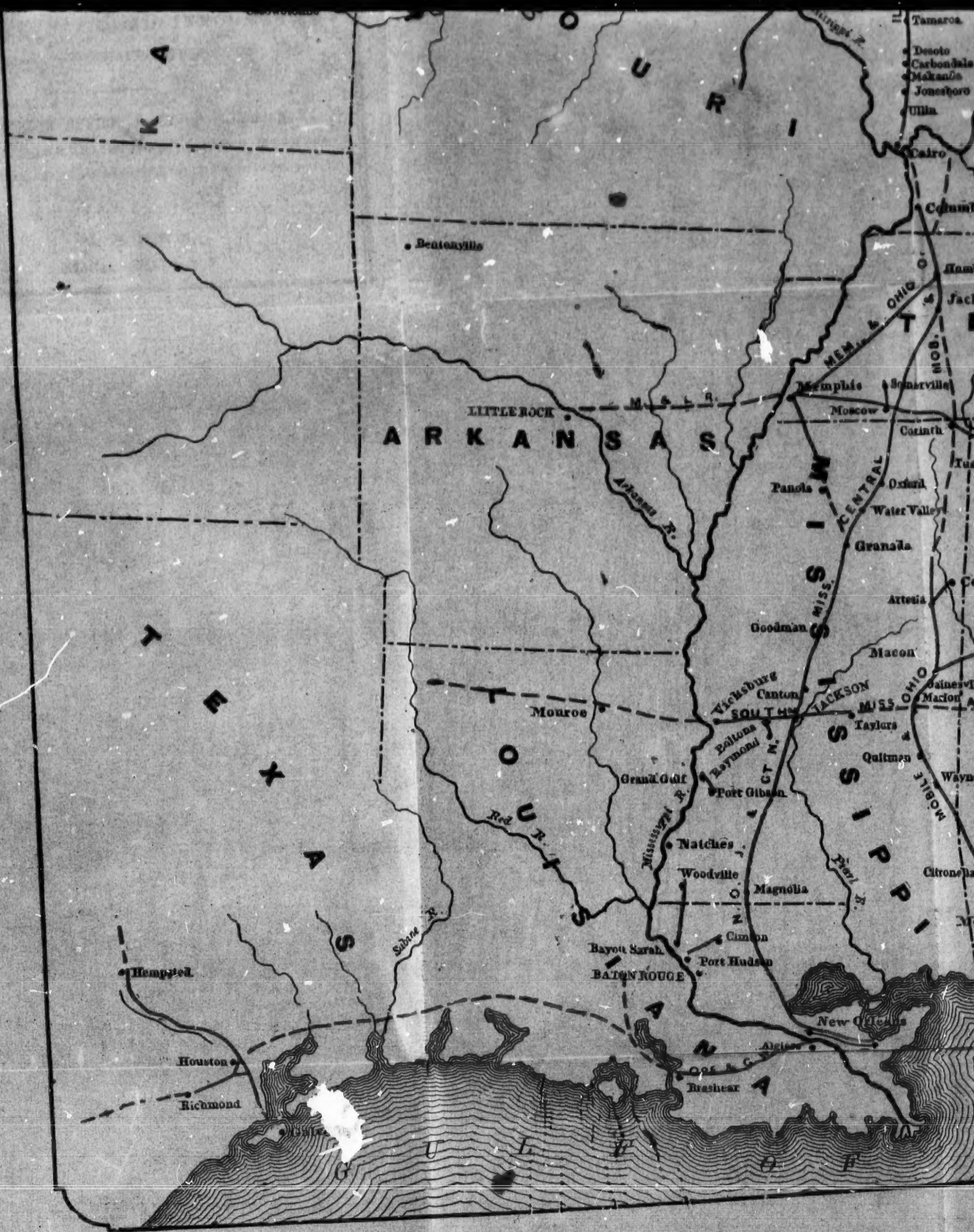


REFERENCES.

The continuous Red Lines represent Rail Roads Completed.
The dotted Red Lines represent Roads projected.

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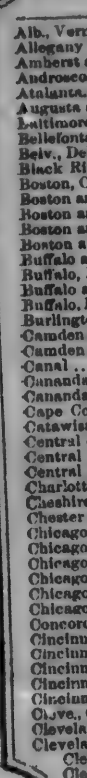
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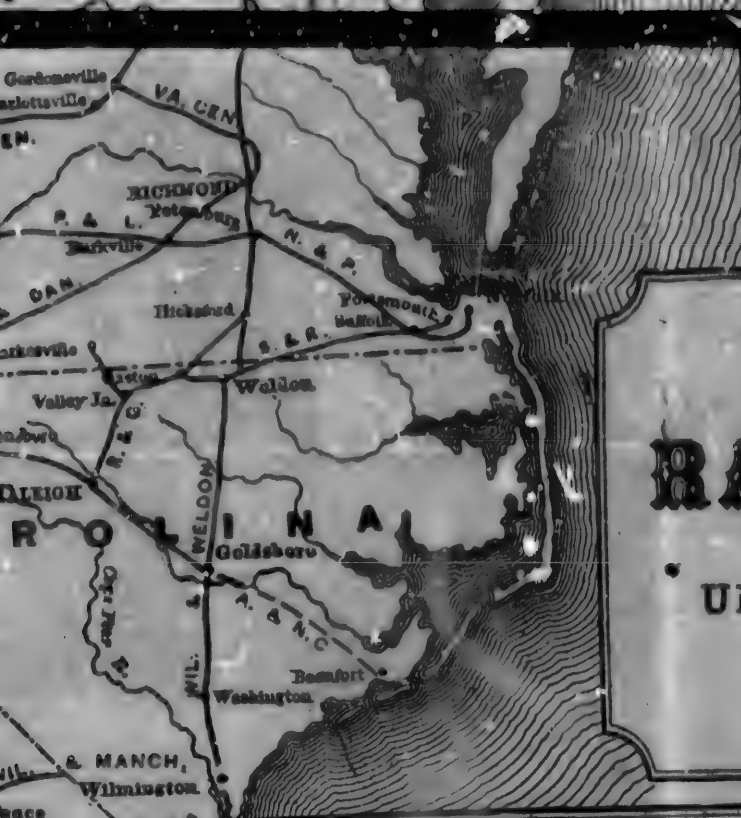


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TUNIS' NEW COLORED RAIL ROAD MAP

OF THE
UNITED STATES & CANADAS.

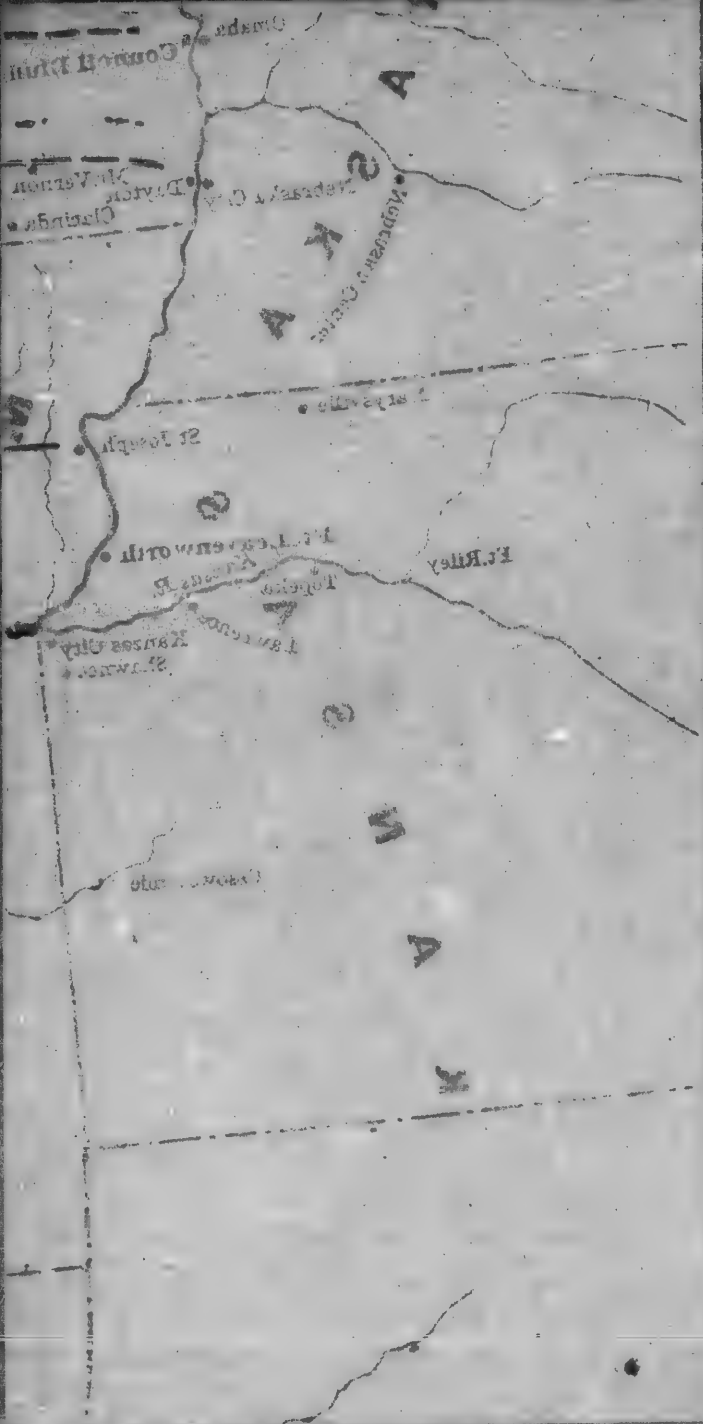
REVISED AND CORRECTED EVERY MONTH.

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Note.—The above is the length of main lines now completed, exclusive of branches.

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TUNIS
NEW INTERNATIONAL
RAIL ROAD GUIDE

FOR THE
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To Officers of Railroads.

We must urge upon officers of Railroads the necessity of furnishing us with their new Time-Tables at the very *earliest moment* after their issue. There are many who have uniformly responded to our often-repeated requests, and promptly forwarded their Tables; while others have neglected their own interests, as well as ours, by failing to enclose them to our address. It is very important that the Tables should be correct; and if there is any failure, it certainly cannot be charged to our account, as we use every endeavor to keep up with the changes on all roads. Again we say, on every change of time, **SEND YOUR TIME-TABLES EARLY.**

Our New Railroad Map.

We this month present our readers with a New Railroad Map of the United States and Canadas, from the well-known establishment of E. R. JEWETT & Co., 161 Main street, Buffalo. It is neatly executed, and we flatter ourselves that, all in all, it is the best Map published in any Railroad Guide. Officers of Railroads are requested to examine the routes of their respective roads, and if any errors are found, to report the same to us for correction. We are determined to spare no pains or expense in making the Guide superior to all others in the amount and correctness of the information it contains.

 Business prospects for the Western country are good at this time, and there seems to be a general stirring up of the elements of trade. In Chicago there has been a large influx of eastern capital, estimated by some at not less than \$1,000,000. Improvements are being made, and with the help of one or two good crops, the city will assume her place on the high road to commercial independence.

 For interesting reading matter refer to page 138.

CHICAGO.



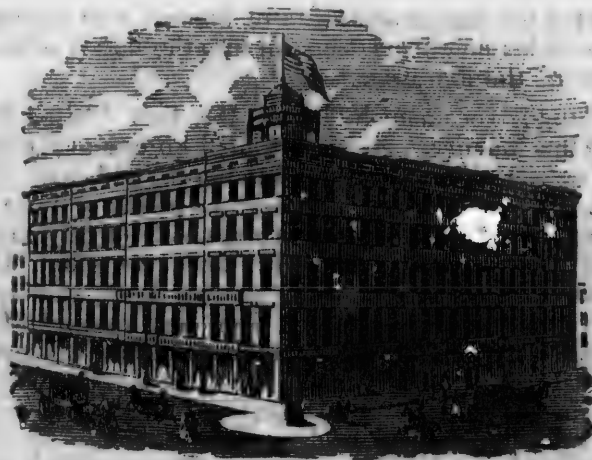
RICHMOND HOUSE, CHICAGO.

We have promised the readers of the Guide a short historical and descriptive sketch of the city of Chicago; and while we lay before them the result of our labors in tracing the rise and progress of this great commercial centre of the North and Northwest, the chief merit of our production will perhaps be recognized in its brevity. Our limits will not permit us to search the records of by-gone and nearly forgotten times for details, which might be interesting to the "oldest inhabitant," but would possess little interest for the enterprising, "Young America" representative of the present age. It will be a history without antiquity—a history of one of the most remarkable instances of rapid growth in communities, which our nation, perhaps the world, furnishes. It must date within the memory of men now living; and although the city has become widely known, for its commercial character, and its commanding and central position in a wide expanse of country, we hope that a perusal of some of

the leading incidents connected with its prosperous career will prove interesting to the general reader, and at least serve to while away the weary hour of the traveler whose eye may chance to rest upon the sketch we lay before him. We do not propose to trace the history of this locality prior to its settlement by the white population, when tribes of Indians held undisputed title to the uncultivated soil; when the waters of our lakes and rivers were navigated only by savages in their rude canoes of bark, but will commence at the period when civilization sent her first delegate to explore the "boundless continent" of the West.

It was a naive saying of the Indians, "that the first *white* man who settled here was a *negro*." Of course, the remark was only intended to preserve a proper distinction between their own race and that of the native of St. Domingo, Point-au-Sable, who made his advent here in 1796. This "gentleman of color" put on an air of importance among the unsophisticated savages, claimed to have been a chief among the white men, and no doubt expected to receive many honors from his newly made friends. He commenced building him a house, and made some improvements, but not having been recognized by the Indians as a chief, in answer to his ambitious royal aspirations, he left in disgust, and ended his days at Peoria, with a St. Domingo friend, Clamorgan, who had obtained large Spanish grants of land about St. Louis. Soon after, a Frenchman, Le Mai, took possession of the improvements made by Point-au-Sable, and commenced trading with the Indians. Of his operations, we find but little account, except that he remained a few years, and then sold out his possessions to John Kinzie, an Indian trader in the St. Joseph country, Michigan, who came with his family to Chicago in 1804. John Kinzie, then, was the first permanent resident, and to him is accorded the honor of being the Father of Chicago. He saw, no doubt, that the location would, at some future day occupy an important position in a commercial point of view; and, acting upon that conviction, he set himself about establishing the first regular system of trade that existed in this region. The house, commenced by Point-au-Sable was finished, and though it would not have borne a very favorable comparison with some of the palaces now standing in the vicinity, it was no doubt comfortable, and perhaps as happy a home as though constructed of marble or granite. Improvements were made, the adjacent country explored, and various points selected as suitable locations for carrying on a traffic with the Indians

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TREMONT HOUSE, CHICAGO.

Stations were established among the different tribes—one at Milwaukee, among the Menominees; another at Rock River for the Winnebagoes; another on the Illinois river for the Pottawotomies; and others on the head waters of the Kaskaskia, for the Kickapoos. Each station had its superintendent and a number of operators, and was supplied with teams of pack horses, and equipments of boats and canoes. These conveyances were continually employed in bringing into the general depot at Chicago the furs and peltries collected at the different stations, and were loaded in return with "cargoes" of goods necessary to keep up the "balance of trade." Goods were gathered up from the Indians along the course of the Mississippi, sent up the Illinois river, and taken across the portage between the latter river and the lake, by cattle teams. The stock thus collected was shipped off by a small sail vessel, which made its regular *semi-annual* trips, bringing in the spring and fall the season's supply of goods, wares and merchandise, or the "stock in trade" for all the different "commercial houses" of the West.

Such was the character and extent of the first regular business established in Chicago, which continued without interruption until the breaking out of hostilities with the Indians, which resulted in the massacre of 1812. At the head of this trade was John Kinzie, who, by his uniformly consistent, kind and honorable course with the Indians, had gained their confidence, and bound himself to them in strong ties of friendship, to which he

was indebted for the preservation of himself and family from the horrid fate of his neighbors who fell into the hands of the savages at the time of the massacre.

In 1804 the government had built the first United States fort occupying this locality. It was situated on one of the most beautiful sites on the shore of Lake Michigan, and was called Fort Dearborn. It was furnished with three pieces of light artillery, and a company of United States troops—about fifty in number—constituted the garrison. In 1812 there were but five houses outside the fort. The garrison, at this time, numbered about seventy-five men, many of whom, from sickness and other causes, had become quite inefficient as soldiers. The officers in command were Capt. Heald, Lieut. Helm, (son-in-law of Mr. Kinzie,) and Ensign Ronan. Between the Indians and troops there had usually been a good understanding, though hostilities had been prevalent for some time at other places in the west. For a short time previous to the declaration of war with Great Britain, which was made on the 19th of June, 1812, there were signs of dissatisfaction apparent to all who were not lulled into security. Several depredations had been committed within a few miles of Chicago, and in some instances the settlers had fallen victims to the tomahawk and scalping knife. The general massacre of the garrison occurred on the 15th of August. Thirty-eight men, two women, and twelve children were killed, after leaving the fort, and while proceeding on their way to Detroit, in obedience to the command of Gen. Hull. The remainder were taken prisoners, or most of them, and suffered death, or worse than death, during their subsequent captivity. The family of Mr. Kinzie, as before stated, were saved by the friendship of a few of the Indians who acted as protectors. His house was also spared, while all others, including the fort, were destroyed. Mr. Kinzie, however, was surrendered as a prisoner of war, and kept in confinement, away from his family, with a view of sending him to England. At the close of the war he was released.

We have given these particulars in relation to the massacre, for the reason that they are so intimately connected with our main subject as to render it necessary to a complete understanding of the difficulties and hardships encountered by the hardy pioneers who first commenced the settlement of the Western country. The first marks of civilization had been destroyed, the settlers had fled from their homes, or had fallen victims to the

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BRIGGS HOUSE, CHICAGO.

relentless savages. But the tide of emigration was not to be stayed.

In 1816, Mr. Kinzie returned to Chicago, took possession of his home, and resumed his trade with the Indians, which he followed for years, on his own account and as agent for the American Fur Company, and resided here until his death, in 1828. He was the first to establish permanent trade, and improvements, and to give form and being to those enterprises which have marked the progress of the city up to the present time. It is true, he did not live to see the result of those enterprises, but his posterity are enjoying the reward of his labors, as well as the honor of being closely related to the largest commercial city of the West.

The growth of the city was slow for years. In 1816, the fort was rebuilt on the site of the old one, and remained until 1856, when it was demolished. From 1816 to 1830, Chicago had gained the number of twelve or fifteen houses, and a population of less than one hundred. This was the "slow" era in the history of the West. The present generation rightfully claim the title of a "fast" people. The iron horse thunders along over the same routes plodded by Kinzie's cattle teams, while the steamer traverses the waters of our Lakes and Rivers, with more of life than was dreamed of in the days when each man "paddled his own canoe."

The reader, who to-day reclines in his velvet-cushioned car seat, listlessly gazing upon the unbounded prairie on all sides, turning from one object to another to seek relief from the tedium of travel, has little conception of the vast amount of enterprise necessary to accomplish these changes in a period of little more than a quarter of a century. The wilderness has been explored by the hardy sons of toil, and the plow has revealed the treasures of earth. The untrodden paths have become the highways of civilization, and commerce holds absolute sway over our broad Lakes and rivers. The pioneers who have wrought these great changes need no costly statues or lofty monuments to perpetuate their memory. There is a fame more lasting than the noble structures reared upon the scene of their primitive wanderings.

Let us now take a glance at the vast extent of country of which Chicago may be said to be the commercial centre. The term "Northwest," embraces the States of Ohio, Indiana, Illinois, Michigan, Wisconsin, and that portion of Minnesota lying east of the Mississippi and the Lake of the Woods; and was designated as the "Northwestern Territory" in the Ordinance of 1787, and upon the old maps. The territory was divided and subdivided, as the population continued to increase, and now it represents six States of our Union. The order in which the several Territories were formed, and subsequently admitted into the Union as States, is as follows:—On May 7, 1800, Indiana Territory was formed. November 29, 1802, Ohio was admitted as a State. January 11, 1805, Michigan Territory was formed. February 3, 1809, Illinois Territory was created. December 11, 1816, Indiana was admitted into the Union. August 26, 1818, Illinois became a State. April 20, 1836, the Territory of Wisconsin was formed. January 26, 1831, Michigan was admitted as a State. May 29, 1848, Wisconsin was also admitted. The Territory of Minnesota was formed March 3, 1849, and became a State in May, 1858. All these States have a common interest, and may well be proud of their common origin. We will give some statistics in reference to their productions, manufactures and improvements, and for our convenience, shall tear down their "line fences," leaving them in their original position of unity. In 1850, the farms of the Northwest numbered 368,257, containing 22,912,190 acres under cultivation, and 27,276,685 acres of woodland. The value of these farms was estimated at \$671,678,075. The following tables give the quantity of productions, for the year 1850:—

Indian Corn.....	177,820,241	bushels.
Wheat.....	59,328	"
Oats.....	35,456,729	"
Rye.....	775,163	"
Barley.....	586,377	"
Buckwheat.....	1,516,096	"
Peas and Beans.....	219,666	"
Potatoes—Irish.....	13,417,941	
Sweet.....	549,181	
	13,976,122	"
Clover seed.....	142,316	"
Flax seed.....	237,074	"
Other grass seeds.....	77,985	"

Making a total production of two hundred and sixty-nine millions six hundred and sixty-six thousand two hundred and four bushels of grain, seed and roots.

Besides these there was produced,

Tobacco.....	12,342,977	pounds.
Cotton.....	5,600	"
Sugar (maple).....	10,809,075	"
Flax.....	1,257,009	"
Beeswax and Honey.....	3,099,285	"
Silk cocoons.....	3,285	"
Hops.....	186,571	"
Hay.....	3,128,920	tons.
Hemp.....	150	"
Molasses.....	415,084	gallons.
Wine.....	67,016	"

The estimated value of the foregoing productions was two hundred and twenty-two million one hundred and four thousand seven hundred and twenty dollars and ninety-eight cents.

The other productions of the farm, such as cattle, wool, butter, cheese, &c., swell the total value of the yield of the different branches of agriculture, for the year 1850, to the enormous sum of two hundred and sixty-six million seven hundred and twenty-nine thousand two hundred and fifty-one dollars and sixty-eight cents.

The iron, lead, coal and copper mines of the Northwest, are inexhaustible; and though this branch of industry is yet in its infancy, the annual yield of these mines is estimated to be seventy millions of dollars. The yield of the fisheries is estimated at three millions; that of the pineries forty-five millions of dollars per annum. The total annual products for the year 1850, may be summed up as follows:

1. Agriculture.....	\$266,729,241 68
2. Mining.....	70,000,000 00
3. Fisheries.....	3,000,000 00
4. Forests.....	60,000,000 00
5. Salines.....	330,000 00
6. Manufactures.....	123,969,665 00

Total value.....\$524,018,904 68

The commerce of the Northwest is another great source of wealth and power. Her lakes, rivers, canals and railroads, give open communication with all the markets of the world. She commands two outlets to the Atlantic—by way of the Mississippi and the Gulf of Mexico—and by the Lakes and River St. Lawrence. Her foreign commerce alone can be accurately ascertained. In 1850 her exports were \$3,716,796, her imports \$1,649,259. Her domestic commerce is estimated as follows, for 1850:—

Lakes.....	\$275,000,000
Rivers.....	220,000,000
Railroads.....	250,000,000
Canals.....	120,000,000

Her total tonnage in 1850 was 128,676 tons. She had in operation, in 1857, 8,586 miles of railroads, which, with their equipments, cost \$223,143,353. Length of Canals, 1,428 miles, costing \$107,000,000. Telegraph lines, 6,966 miles, costing \$150,000. Such is her array of improvements, only seventy-two years from the first private entry of public lands!

The rapid increase in population of the cities of the Northwest is unparalleled in the history of any country. Cincinnati, Cleveland, Milwaukee and Detroit, have advanced rapidly; but we have not before us the statistics of their growth. The statement which follows, shows the actual increase of the population of Chicago, taken from official returns:

1840.....	4,853	1848.....	20,023
1843.....	7,580	1849.....	23,017
1844.....	10,864	1850.....	29,963
1845.....	12,088	1852.....	38,734
1846.....	14,169	1853.....	60,628
1847.....	16,859	1858 (estimated).....	120,000

According to the same ratio of increase it will advance to 150,000 inhabitants in 1860.

This growth of a town, which in 1830 had a population of less than one hundred inhabitants, challenges the cities of the world to a comparison. She has risen to her present important position through her superior facilities for commercial intercourse with the whole world. Thirty-six years ago, a government official, sent to make a report on the subject of building a canal to connect the Illinois river with Lake Michigan, among other equally discouraging remarks, informed the world, that, "as a place of business, it (Chicago) offers no inducement to the settler; for the whole annual trade on the lake did not exceed the cargo of five or six schooners, even at the time when the garrison re-

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ceived its supplies from Mackinaw." He further states that it may possibly become one of the points of communication between the Northern Lakes and the Mississippi, but "the intercourse which will be carried on through this communication will at all times be a limited one." We will turn to the statistics of 1858, and see how "limited" that intercourse has been, and also show something of the extent of the greatest grain and lumber market in the world.

There are twelve elevating warehouses, and their capacity for storing and handling Grain, with the names of proprietors, are as follows:—

ELEVATING WAREHOUSES.	Capacity for storage. bu.	Capacity to receive	Capacity to ship per
		& ship pr. day bu.	day. bu.
Illinois Central R. R. (Sturgis, Buckingham & Co.'s A house)	700,000	65,000	225,000
B house)	700,000	65,000	225,000
Rock Island Railroad, (Flint, Wheeler & Co.)	700,000	55,000	200,000
Chicago and Galena Union Railroad, (S. Hows)	500,000	50,000	125,000
Gibbs, Griffin & Co.,	500,000	60,000	150,000
Munger & Almour,	300,000	50,000	100,000
Munn & Scott,	200,000	30,000	75,000
Flint, Wheeler & Co.,	160,000	5,000	50,000
Mitchell & Dupuy,	100,000	25,000	50,000
S. A. Ford & Co.,	100,000	40,000	45,000
Jas. Peck & Co.,	60,000	20,000	40,000
Walker, Bronson & Co.,	75,000	30,000	60,000
Total,	4,095,000	495,000	1,340,000

The capital invested in these warehouses alone amounts to over \$3,000,000.

The following is a statement of the quantity of Flour and Grain received in 1858, and stored in this city:

Flour	522,137 barrels.
Wheat	9,639,614 bushels.
Corn	8,252,541 "
Oats	2,313,597 "
Rye	71,012 "
Barley	413,812 "

The amount shipped by Lake, Canal and Railroad was—

Flour	470,362 barrels.
Wheat	8,850,257 bushels.
Corn	7,716,264 "
Oats	1,619,069 "
Rye	7,569 "
Barley	132,020 "

The lake tonnage enrolled at the port of Chicago in 1858, amounted to 8,151 tons in steam vessels, and 58,771 tons in sail vessels. The value of these vessels is estimated at \$2,383,025,



LIND BLOCK, (MARKET STREET, COR. RANDOLPH) CHICAGO.

been raised and paved, each finding their proper level about five and a half feet above the old grade. Chicago is not yet finished. Some very fine buildings are being erected, and maps show that

"additions" are ready to be spliced on, though the ground does not command quite so high a price by the square inch as it did before the revulsion of '57.

The Rail Roads terminating here are numerous, and deserve special notice. We will give their names and location of depots, and can only say to the public that they are all good roads and well managed. The Chicago and Milwaukee Rail Road has its depot on North Branch north of West Kinzie St; Chicago Rock Island and Peoria Branch, at corner Sherman and Van Buren Sts; Chicago, Burlington and Quincy, at Union depot, foot of Lake St; Chicago, St. Paul and Fond du Lac, at North Branch north of Kinzie St; Galena and Chicago Union, trains leave from North Wells, corner of North Water Street, and from Union depot, foot of Lake Street; Illinois Central, (Chicago Branch,) trains leave from the depots (freight and passenger) foot of South Water street; Michigan Central, depot foot of Lake Street; Michigan Southern, depot corner Van Buren and Sherman Streets; Pittsburgh, Fort Wayne and Chicago, trains leave from Rock Island depot, corner Van Buren and Sherman Streets; St. Louis, Alton and Chicago, trains leave from Michigan Southern depot, corner Van Buren and Sherman Streets.

The Hotels of Chicago are as fine specimens of buildings, and kept in as good style as those of any city in the Northwest. They have the best of facilities for supplying their tables, and no want of the traveler need be unsupplied. The largest of these, and in fact the largest hotel in the Northwest, is the

TREMONT HOUSE.

This house was completed in 1850, and was built by Ira Couch. It was known for a long time as "Couch's Folly;" but the rapid increase of population in the city, and the consequent increase of travel and business, have rendered it one of those paying "follies," so numerous in this section. It is built of brick, 5 stories in height, situated on the corner of Dearborn and Lake streets, fronting 180 feet on Dearborn, and 160 on Lake. There is a Telegraph station in the rotunda of the hotel, connecting with all stations in the United States and Canadas. It contains about 275 rooms, and is capable of accommodating 500 guests. The suites of parlors, dressing and bath rooms, are well fitted for families, furnished in fine style, heated by steam, and contain all the modern improvements. A large Billard room is connected

with the house. Gage, Brother & Drake, Proprietors. Next in size is the

BRIGGS HOUSE.

Situated on the corner of Randolph and Wells streets. This is a fine building, 5 stories in height, built by William Briggs, in 1854. It contains 218 rooms, will accommodate 400 guests, and is in every respect a first class hotel. Wm. F. Tucker & Co., Proprietors.

THE RICHMOND HOUSE.

Is a splendid marble front building, situated on the corner of South Water street and Michigan Avenue, near the Union Depot. It was built in 1856 by Thomas Richmond; six stories high, fronting 180 feet on South Water street, and 90 on Michigan Avenue. Its rooms are furnished in elegant style, and for comfort and convenience, is second to no hotel in this section. Taber, Hawk & Co., Proprietors.

THE REVERE HOUSE.

Is a five story brick building, situated on the corner of Randolph and South Dearborn streets. It was built in 1855, by Isaac Cook, and is a first class house. David Runnion, Manager.

THE METROPOLITAN HOTEL.

Is situated on the corner of Wells and Randolph streets. It is six stories in height, fronting 80 feet on Randolph, and extending 100 feet on Wells. It was built in 1856, and contains 150 sleeping rooms; owned by Isaac Speer. A. L. Gates, Proprietor.

THE FOSTER HOUSE.

Was built by Geo. F. Foster, Esq., and is situated on the corner of Clark and Kinzie streets. It is a first class hotel, and will compare favorably in its appointments with any hotel in the city. M. H. Baxter, Proprietor.

THE ADAMS HOUSE.

Is situated on the corner of Lake street and Michigan Avenue. It was built in 1857, by Hugh Mahyer; is five stories high, and contains 100 rooms, newly furnished. W. L. Pearce & Co., Proprietors.

THE SHERMAN HOUSE.

Situated on the corner of Randolph and South Clark Streets, directly opposite the City Hall, is a large house, and furnishes a comfortable home to the traveler. The location is excellent, the

table is first class, and the proprietors and *attaches* of the house use every effort to please the traveling public. The house is to be rebuilt in a year or two. Tripp & Hale, Proprietors. C. W. Russell, Clerk. Board, \$1.50 per day.

THE MATTESON HOUSE,

On the corner of Dearborn and Randolph streets, has just been "elevated," repaired and newly furnished, and makes a very comfortable home. Bissell & Goodrich, Proprietors.

THE MASSASOIT HOUSE,

Corner of South Water street and Central Avenue, directly opposite the Union Depot, is a large house and well kept. J. W. Humphrey, Proprietor.

But it cannot be expected that we will be able to give illustrations or descriptions of all the hotels in the city. We can only mention a few, though there are many others, equally meritorious, which we would be glad to notice, would our limits permit. There are about one hundred hotels in the city, including all classes, and the traveler can easily find his way to any class of house he may prefer.

On another page will be found a view of Lind's Block, on Market street, corner of Randolph, which contains some important business houses. We will mention particularly the firm of CHAPMAN & MAY, No. 30, heavy dealers in Agricultural Implements and Seeds. Their catalogue contains everything necessary for a complete outfit for the farm, and their Farming Tools have a world-wide reputation. Among these we notice Danford & Maury's Reaper and Mower, Morehouse's Improvement on Brown's Double Planter, Farmers' and Lumbermen's Feed Mills, Railroad and Farmers' Wood-Saws, Threshing Machines, Corn and Cob Mills, Cider Mills, Cummin's Straw and Feed Cutters, Cast Steel Plows, and nearly two hundred other kinds of implements for use on the farm, besides a complete assortment of seeds.

No. 28, next door, is the extensive Mill Furnishing Establishment of J. T. NOYE & Co., whose advertisement may be found on the last page of our cover. Their reputation stands high in their department, as all can testify in the vicinity of Chicago or Buffalo.

There are several other important branches of business in this block, which we cannot mention particularly at present.

Lake street contains some of the finest iron-front buildings in America, and here we find some of the largest Mercantile Houses in the West. The most extensive Book Establishment in this

section is that of S. C. GRIGGS & Co., Nos. 39 and 41 Lake street, in one of these splendid blocks, called Burch's Building. Their Sales Room is the largest, with one exception, in the United States; being 45 feet front, 165 feet deep, and 18 feet high. The list of works published by them embraces almost every department of Literature and Science, and their reputation stands high among the first-class Book Houses of the United States. No one visiting Chicago should fail to call at their Rooms, where an hour may be most pleasantly passed in viewing the extent and arrangement of one of the most important mercantile institutions of the city.

The next number of the Guide will be devoted to descriptions of Manufactories, and the principal Mercantile Houses of Chicago, which we have been obliged to defer on account of lack of space. We intend to give a fair idea of the principal business interests of the city, and shall spare no pains to make it interesting, not only to the general reader, but to those who are pecuniarily interested in the prosperity of the city.

To Advertisers.

We would call the attentions of Advertisers to the fact that the GUIDE is rapidly increasing in circulation, and as an advertising medium is unsurpassed by any publication in the United States. It is a work which finds its way to the most important business points of the country, is distributed free to the principal Hotels and Railroad Stations throughout the States and Canadas, sold on every Railroad in the West and East, and by News Agents and Booksellers generally.

The new feature which we have introduced in this number will make it still more valuable as an advertising medium. It is our intention to visit all the principal cities in the States and Canadas, and give historical and descriptive sketches of each, in one or more numbers of the GUIDE, together with notices of the principal Business Houses and Manufactories, statistics of Trade and Commerce, and such other information in regard to their business interests as may be interesting to the public generally. In this way we anticipate a still more extended circulation, both in the particular localities visited, and throughout the country, where the prosperity and advancement of one section contribute to the general welfare of the whole.

One great advantage of the GUIDE over ordinary advertising mediums, is the fact that it is *preserved*, instead of being destroyed immediately after a perusal of the reading matter. Each number will be more valuable to the advertiser than a hundred, perhaps a thousand, ordinary newspapers, as it is kept for months for reference in relation to Railroad matters, and for general information in regard to business interests of particular localities. Advertisers will be readily convinced of its utility, and will consult their interest by employing its pages for their mutual benefit.

NEW YORK AND ERIE RAILROAD—Main Line.

CHARLES MORAN, Pres., S. F. HEADLEY, Asst. Pres., N. Y. City; HUGH RIDDLE, Sup't, E. Div.; J. A. HART, Sup't, West. Div.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO DUNKIRK.										DUNKIRK TO NEW YORK.									
STATIONS.										STATIONS.									
Emg.	Way		Exp.	Pop'n		M s	DEP'T	TRAINS	AR'VE	M s	M s	DEP'T	TRAINS	AR'VE	M s	M s	DEP'T	TRAINS	AR'VE
	P	M		P	M														
6 00	4 00	5 00	6 00	900000	0	0	0	N York (Foot)	Duane St	461 9 20	9 25	8 00	10 40	1 55	8 55	8 45	8 55	8 45	8 55
	4 15	5 20	6 18	30000	3	1	1	Jersey City	.....	460 9 20	9 10	7 42	10 20	1 40	8 45	8 45	8 45	8 45	8 45
	5 00	6 02	7 03	18559	50	17	17	PATERSON	.....	443 9 20	8 31	6 55	9 42	1 03	8 15	8 15	8 15	8 15	8 15
	5 13	6 11	7 03	65	22	22	22	Godwitsville	.....	438 9 20	8 18	6 40	9 29	12 49	8 02	8 02	8 02	8 02	8 02
	5 18	6 15	7 06	2271	70	24	24	Hohokus	.....	436 9 20	8 15	6 34	9 25	12 46	7 56	7 56	7 56	7 56	7 56
	5 25	6 19	7 10	75	26	26	26	Allendale	.....	434 9 20	8 11	6 28	9 20	12 42	7 50	7 50	7 50	7 50	7 50
	5 33	6 23	7 13	85	28	28	28	Ramsey's	.....	432 9 20	8 08	6 23	9 17	12 38	7 45	7 45	7 45	7 45	7 45
	5 45	6 35	7 23	4500	90	33	33	Suffern	.....	428 9 20	7 59	6 10	9 08	12 29	7 33	7 33	7 33	7 33	7 33
	5 50	6 39	7 26	3197	95	34	34	Ramapo	.....	426 9 20	7 53	6 05	9 03	12 23	7 26	7 26	7 26	7 26	7 26
	5 55	6 42	7 28	1 00	86	86	86	Sloatsburg	.....	424 9 20	7 50	5 46	8 46	12 07	7 06	7 06	7 06	7 06	7 06
	6 10	6 55	7 39	2709	1 15	43	43	Southfield	.....	418 9 15	7 37	5 46	8 46	12 03	7 00	7 00	7 00	7 00	7 00
	6 15	7 00	7 43	1 1	45	45	45	Greenwood	.....	416 9 15	7 33	5 40	8 42	12 03	7 00	7 00	7 00	7 00	7 00
2 15	6 30	7 22	8 03	1 30	48	48	48	TURNER'S	.....	412 9 09	7 27	5 31	8 36	11 56	6 53	6 53	6 53	6 53	6 53
	6 36	7 26	8 07	4280	1 35	50	50	Monroe	.....	410 8 95	7 23	5 25	8 27	11 49	6 47	6 47	6 47	6 47	6 47
	6 43	7 31	8 12	1 40	53	53	53	Oxford	.....	408 8 90	7 18	5 16	8 23	11 44	6 40	6 40	6 40	6 40	6 40
	6 54	7 37	8 16	1861	1 50	56	56	Chester	.....	408 8 85	7 13	5 08	8 16	11 38	6 32	6 32	6 32	6 32	6 32
	7 07	7 45	8 26	3149	1 60	60	60	Goshen	.....	408 8 80	7 04	4 46	8 08	11 27	6 20	6 20	6 20	6 20	6 20
	7 18	7 45	8 33	1 70	64	64	64	Hampton	.....	408 8 70	6 54	4 46	7 57	11 16	6 09	6 09	6 09	6 09	6 09
	7 25	8 07	8 42	1 80	68	68	68	Middletown	.....	408 8 60	6 48	4 37	7 50	11 10	6 00	6 00	6 00	6 00	6 00
	8 27	8 56	9 20	2 00	76	76	76	Otisville	.....	384 8 55	6 29	4 15	7 25	10 50	5 58	5 58	5 58	5 58	5 58
	8 55	9 25	9 20	2 30	89	89	89	Port Jervis	.....	372 8 55	6 05	3 45	6 53	10 25	5 36	5 36	5 36	5 36	5 36
	9 42	1 25	10 01	2 75	108	108	108	Shohola	.....	355 8 45	5 13	2 48	5 58	9 36	5 28	5 28	5 28	5 28	5 28
	9 52	1 37	10 03	2 80	112	112	112	Lackawanna	.....	349 8 40	5 05	2 35	5 49	9 28	5 20	5 20	5 20	5 20	5 20
	10 03	1 51	10 18	2 95	117	117	117	Mast Hope	.....	344 8 25	4 55	2 21	5 37	9 18	5 13	5 13	5 13	5 13	5 13
	10 18	2 08	10 32	3 05	123	123	123	Narrowsburg	.....	338 8 30	4 43	2 05	5 24	9 08	5 04	5 04	5 04	5 04	5 04
	10 38	2 33	10 47	1671	3 20	132	132	Cochection	.....	329 8 25	4 22	1 38	5 01	8 49	4 50	4 50	4 50	4 50	4 50
	10 50	2 50	10 58	2081	3 40	137	137	Calicoon	.....	324 8 15	4 12	1 22	4 50	8 39	4 43	4 43	4 43	4 43	4 43
	11 28	3 38	11 31	4 30	154	154	154	Lordville	.....	306 7 75	3 36	12 28	4 13	8 07	4 13	4 13	4 13	4 13	4 13

*Railroads from New York, p 33; †Junc'n Newburg Branch.
 ‡Junc'n Buffalo Division New York and Erie Railroad.
 †Junction Syracuse, Binghamton and New York Railroad.

Branch.
d.
road.

Refreshment Stations. †June'n Piermont Branch.
Jun'n Delaware, Lackawanna and Western Railroad.
‡Connects with Buffalo and Erie Railroad.

Branch. d. road.	303	7 45	9 02	April 4.	Station	301	7 50	3 27	12 10	3 50	7 47	7 30	3 49	9 28
Lackawanna	349	8 40	3 03	2 34	Stockport	296	7 50	3 17	11 55	3 50	7 47	7 30	3 49	9 28
Maat Hope	344	8 25	4 55	2 21	Hancock	288	7 30	2 57	11 32	3 26	7 27	7 18	3 37	9 18
NARROWSBURGH	338	8 30	4 43	2 05	Hale's Eddy	283	7 20	2 48	11 20	3 15	7 18	7 10	3 24	9 08
Cochection	339	8 25	4 22	1 38	Deposit	268	6 40	2 15	10 40	2 35	6 30	6 20	3 01	8 49
Calicoon	334	8 15	4 12	1 22	Susquehanna	268	6 40	2 15	10 40	2 35	6 30	6 20	3 01	8 49
Lordville	306	7 55	3 38	12 28	GREAT BEND	259	6 40	2 15	10 40	2 35	6 30	6 20	3 01	8 49
					Kirkwood	254	6 45	1 42	---	1 58	5 56	5 58	4 50	8 39
					BINGHAMTON	245	6 20	1 38	8 15	1 40	5 40	5 35	4 50	8 39
					Union	236	6 05	1 07	7 55	1 18	5 19	5 10	4 50	8 39
					Campville	230	5 55	12 56	7 37	1 05	5 08	5 02	4 50	8 39
					OWEGO	223	5 40	12 30	7 07	12 47	4 50	8 27	4 39	8 16
					Tooga	218	5 30	12 19	6 55	12 37	4 39	8 16	4 39	8 16
					Smithboro'	213	5 25	12 11	6 45	12 27	4 32	8 05	4 27	7 52
					Barton	211	5 20	12 07	6 37	12 08	4 14	7 38	4 14	7 38
					Waverly	204	5 10	11 55	6 18	12 08	4 06	7 24	4 06	7 24
					Chemung	199	5 45	11 44	6 05	11 55	4 06	7 24	4 06	7 24
					Wellburg	193	5 35	11 33	5 48	11 43	3 55	7 08	3 55	7 08
					ELMIRA	186	5 35	11 22	5 30	11 30	3 44	6 48	3 44	6 48
					Junction E. C. & N. F.	182	5 20	11 08	5 15	11 17	3 31	6 33	3 31	6 33
					Big Flats	176	5 10	10 57	5 02	11 05	3 20	6 20	3 20	6 20
					Corning	169	4 55	10 45	4 37	10 50	3 07	6 00	3 07	6 00
					Painted Post	167	4 50	10 37	4 33	10 42	2 58	5 58	2 58	5 58
					Addison	158	4 40	10 21	4 07	10 23	2 42	5 42	2 42	5 42
					Rathboneville	153	4 50	10 08	3 52	10 10	2 32	5 32	2 32	5 32
					Cameron	145	4 35	9 53	3 30	9 55	2 18	5 18	2 18	5 18
					Adrian	137	4 15	9 37	3 08	9 38	2 03	5 03	2 03	5 03
					Canisteo	132	3 95	9 18	2 53	9 28	1 55	4 55	1 55	4 55
					Hornellsville	128	3 80	9 08	2 40	9 00	1 47	4 47	1 47	4 47
					Alfred	119	3 70	8 51	2 07	9 00	1 24	4 24	1 24	4 24
					Genesee	102	3 50	8 12	1 18	8 25	12 50	7 50	12 50	7 50
					Phillipsville	94	3 10	7 48	12 53	8 05	12 30	7 30	12 30	7 30
					Belvidere	90	2 90	7 35	12 42	7 58	12 23	7 46	12 16	7 46
					Friendship	86	2 80	7 22	12 28	7 46	12 16	7 46	12 16	7 46
					LEAN	65	2 65	6 30	11 23	7 03	11 33	6 40	11 22	6 40
					Allegany	61	2 00	6 05	11 10	6 40	11 10	6 40	11 10	6 40
					Art. Dunkirk Dep.	01	90	3 45	8 00	4 15	9 15	4 15	9 15	4 15

NEW YORK AND ERIE R. R.—Paterson Trains.

Please inform the publisher, for correction, if any errors are found in this Guide

JERSEY CITY TO PATERSON					STATIONS.	PATERSON TO J. CITY.				
Pass.	Pass.	Pass.	Pop'n.	\$		Mls	Pass.	Pass.	Pass.	Pass.
A M	P M	P M	P M		TRAINS		A M	A M	P M	P M
9 25	1 05	3 55	6 35	30000	DEPT AR'VE	16	7 45	8 45	12 45	4 45
9 35	1 15	4 05	6 45	3 486	JERSEY CITY.	13	7 35	8 35	12 35	4 35
9 42	1 22	4 12	6 52		... Bergen ...	10	7 28	8 28	12 28	4 28
9 49	1 29	4 19	6 59		Hackensack ..	7	7 21	8 21	12 21	4 21
9 54	1 34	4 24	7 04		Boiling Spring	5	7 16	8 16	12 16	4 16
9 58	1 38	4 28	7 08		Passaic Bridge	4	7 12	8 12	12 12	4 12
10 10	1 50	4 40	7 20	18 559	.. Huyler's...	0	7 00	8 00	12 00	4 00
A M	P M	P M	P M		.. PATERSON ..		A M	A M	M	P M
					AR'VE DEPT					

NEW YORK AND ERIE B. R.—Piermont Branch

NEW YORK TO SUFFERNS.					STATIONS.	SUFFERNS TO NEW YORK				
Fr't.	Emg	Pass.	Pop'n.	\$ c Mls		Mls	Pass.	Fr'g't	Fr'g't	Fr'g't
P M	P M	P M			TRAINS.		A M	F M	A M	P M
				0	DEPT AR'VE	469				
					Foot Duane St (Steamboat)					
6 00	6 00	5 00	1 200		24 ... Pier	445	7 30	12 35	3 00	6 00
		5 08			25 ... Piermont ..	444	7 22			
		5 20			28 ... Blauveltville ..	441	7 07			
		5 35			32 ... Nanuet	437	6 55			
		5 45			35 ... Spring Valley ..	434	6 44			
		5 52			36 ... Monsey	433	6 39			
		5 58			39 15 Mile Turno't	430	6 32			
7 45	12 50	6 07	4 500		42 ... Sufferns	427	6 25	10 50	1 20	4 15
		5 000			469 ... DUNKIRK ..	0				
P M	A M	P M			AR'VE DEPT		A M	A M	A M	P M

NEW YORK AND ERIE R. R.—Newburg Branch.

PETER WARD, Supt., Newburgh, N. Y.

NEWBURGH TO MIDDLETOWN.					STATIONS.	MIDDLETOWN TO NEW'H.				
Pass.	Pass.	Pop'n.	\$ c Mls			Mls	\$ c	Pass.	Pass.	
A M	P M				TRAINS.			A M	P M	
7 00	5 30	11 415	0	0	DEPT AR'VE	20	65	10 25	7 50	
7 14	5 46			5	NEWBURGH ..	15		10 18	7 35	
7 24	5 59			9	Vail's Gate ..	11		10 06	7 24	
7 31	6 15			12	Salisbury ..	8		9 58	7 16	
7 42	6 32			17	Washington v'e	5		9 45	7 04	
	6 37				.. Craigsville ..			s	s	
7 47					East Junction.			9 39	6 58	
7 54	6 42	1 861	65	20	West Junction	0	0	9 37	6 55	
8 07		3 149		25	.. Chester ...			9 22		
8 17				29	.. Goshen ...			9 08		
8 27				33	.. Hampton ...			8 55		
A M	A M				AR'VE DEPT			A M	P M	

Apr 14.
s. Stops on Signal.

Trains.

his Guide

CITY.

Pass.

P M	P M
2 45	4 45
2 35	4 35
2 28	4 28
2 21	4 21
2 16	4 16
2 12	4 12
2 00	4 00
M	P M

Branch.

NEW YORK

g't Frg't

M P M

00 6 00

20 4 15

M P M

Branch.

TO NEW H.

M

M

50

35

24

16

04

58

55

M

April 4.

s. Stops on Signal.

BUFFALO, NEW YORK & ERIE RAILROAD.

A. D. PATCHIN, Managing Director. H. C. FISK, Ass't Sup't.

Please inform the publisher for correction, if any errors are found in this Guide.

BUFFALO & ROCHESTER TO NEW YORK | NEW YORK TO ROCHESTER & BUFFALO.

Exs.	Exp.	Exp.	Pop'n.	\$ c	MI.	TRAINS	MI.	Exp.	Exp.	Exp.
A M	A M	P M				DEPART	ARRIVE	A M	P M	P M
	5 15	4 30	100000		0	... BUFFALO	433	10 00	10 45	
	5 37	4 58			10	... LANCASTER		9 39	10 10	
	6 20	5 50			31	... ATTICA		9 00	9 00	
	6 40	6 12	3000		42	... BATAVIA		8 38	8 32	
	7 00	6 32	3473		52	... LEROY		8 21	8 05	
						Rochester Division.				
	6 50	6 00	52000		0	... ROCHESTER		18 9 00	8 35	
	7 08	6 20			8	... Henrietta		10 8 38	8 15	
	7 16	6 30			12	... Scottsville		6 8 28	8 05	
	7 24	6 40			14	... West Rush		5 8 19	7 55	
	7 35	6 55			18	... AVON		8 05	7 40	
						Main-Line Continued.				
	7 45	7 20	3000		60	... AVON		7 55	7 30	
	8 05	7 44			75	... Hamiltons		7 20	6 49	
	8 14	7 5	2627		77	... LIVONIA		7 11	6 40	
	8 23	8 10			81	... South Livonia		7 02	6 29	
	8 31	8 20	1418		85	... Conesus		6 54	6 20	
	8 46	8 34	2670		91	... Springwater		6 40	6 06	
	9 02	8 50	2067		96	... WAYLAND		6 28	5 52	
	9 16	9 05			102	... Bloods		6 13	5 38	
	9 25	9 15			106	... Liberty		6 05	5 29	
	9 35	9 27			111	... Wallace's		5 56	5 19	
	9 40	9 35	1574		114	... Avoca		5 51	5 14	
	9 47	9 46			118	... Kanona		5 45	5 07	
	10 00	10 00	6185		121	... BATH		5 38	5 00	
	10 13	10 15			127	... Savona		5 24	4 43	
	10 22	10 26	1175		133	... Campbell		5 14	4 32	
	10 30	10 36			137	... Cooper's		5 07	4 21	
	10 37	10 43	1500		140	... Painted Post		5 00	4 15	
	A M	P M	6000		142	... CORNING*		A M	P M	
	9 25	10 30	900000	6 90	433	... NEW-YORK		5 00	6 00	
P M	P M	A M				ARRIVE	DEPART	P M	A M	P M

[April 44.]
* Connects with N. Y. and Erie RR., and Corning and Blossburg RR.
+ Connects with New York Central RR.**HORNELLSVILLE BRANCH.**

Acc.	Exp.	Pop.	\$ c	Ms	TRAINS	Ms \$ c	Exp.	Acc.
A M	P M				DEPART	ARRIVE	A M	P M
		10000		0	... BUFFALO	0		
6 25	6 00			31	... Attica	63	8 45	5 30
6 55	6 24			38	... Linden	59	8 20	5 00
7 15	6 40	1399		42	... Middlebury	40	8 05	4 55
7 45	7 03			48	... Warsaw	44	7 45	4 05
8 20	7 30	1760		54	... Gainesville	37	7 20	3 35
8 40	7 53	2446		57	... Castile	34	7 10	3 29
9 00	8 08	2478		61	... Portage	30	6 40	2 55
9 20	8 24			65	... Hunt's Hollow	26	6 24	2 35
9 35	8 34	3128		67	... Nunda	24	6 13	2 20
10 10	8 57			74	... Swainville	17	5 48	1 45
10 35	9 15			78	... Canaseraga	13	5 38	1 25
11 00	9 30	943		82	... Burns	9	5 15	1 00
11 40	10 00	2537		91	... HORNELLSVILLE	0	4 45	12 20
A M	P M				ARRIVE	DEPART	A M	P M

BUFFALO AND ERIE AND NORTHEAST R.R.'S.

B. & S. L. R. R.—G. PALMER, Pres., Buffalo, N. Y. } R. N. BROWN, Supt., Buffalo.
E. & N. E. R. R.—JOHN A. TRACY, Pres., Erie, Pa. } J. A. BURCH, Gen. Ticket Agt.

Please inform the Publisher, for correction, if any errors are found in this Guide.

BUFFALO TO ERIE.						STATIONS.		ERIE TO BUFFALO.				
Exp.	Exp.	Acc.	Mail.	\$	c. M.	TRAINS		Pop'n.	Exp.	Exp.	Acc.	Mail.
P M	A M	P M	A M	—	—	DEP'T	AR'VE	—	A M	P M	A M	P M
9 00	4 00	4 00	10 00	0	0	.. BUFFALO	..	100000	4 45	10 20	10 00	5 20
9 25	4 23	4 25	10 23	30	10	.. Hamburg	..	6000	4 23	9 55	9 30	4 56
9 55	4 45	5 00	10 50	60	21	.. Evans Centre	..	2182	3 58	9 30	9 00	4 30
10 10	5 00	5 24	11 06	85	29	.. Irving	..	..	3 41	9 15	8 35	4 14
10 46	5 37	6 05	11 54	1	20 40	.. DUNKIRK	..	5000	3 12	8 50	8 00	3 47
11 07	5 57	6 37	12 17	1	50 50	.. Portland	..	2000	2 47	8 14	7 22	3 22
11 23	6 15	7 00	12 35	1	70 57	.. Westfield	..	1500	2 35	8 01	7 00	3 10
11 41	6 32	..	12 55	1	95 65	.. Quincy	..	..	2 15	7 42	..	2 50
11 47	6 40	..	1 03	2	00 68	.. State Line	..	..	2 09	7 37	..	2 44
11 58	6 50	..	1 15	2	15 73	.. North East	..	2766	1 59	7 28	..	2 33
12 12	7 05	..	1 31	2	40 80	.. Harbor Creek	..	2634	1 46	7 15	..	2 17
12 30	7 21	..	1 50	2	50 88	.. ERIE	..	8000	1 30	7 00	..	2 02
A M	A M	P M	P M	—	—	AR'VE	DEP'T	—	A M	P M	A M	P M

CLEVELAND AND ERIE RAILROAD.

A. STONE, Jr., Pres., Cleveland, O. H. NOTTINGHAM, Supt., Cleveland, O.
J. W. CARY, Gen. Ticket Agent, Cleveland.

ERIE TO CLEVELAND.						STATIONS.		CLEVELAND TO ERIE.				
Frg't	Acc.	Mail.	Exp.	\$	c. M.	TRAINS		Pop'n.	Mail.	Acc.	Exp.	Frg't
P M	A M	P M	A M	—	—	DEP'T	AR'VE	—	P M	P M	A M	P M
7 05	7 00	3 30	7 00	0	0	.. ERIE	..	8000	4 30	10 10	12 55	4 22
..	7 30	3 50	7 20	25	8	.. Swanville	..	..	4 10	9 40	12 35	..
..	7 40	4 02	7 26	30	11	.. Fairview	..	..	4 02	9 15	12 29	..
..	8 00	4 16	7 39	45	15	.. Girard	..	1000	3 51	8 50	12 20	..
..	8 20	4 29	7 51	60	20	.. Springfield	..	1946	3 35	8 19	12 07	..
..	8 48	4 47	8 09	80	27	.. Conneaut	..	1200	3 18	7 51	11 52	..
..	9 16	5 04	8 26	1	00 35	.. Kingsville	..	..	2 59	7 21	11 36	..
..	9 40	5 20	8 42	1	15 41	.. Ashtabula	..	1000	2 44	6 59	11 24	..
..	9 58	5 30	8 53	1	30 45	.. Saybrook	..	..	2 29	6 34	11 09	..
..	10 14	5 41	9 04	1	40 50	.. Geneva	..	1000	2 19	6 17	11 01	..
..	10 26	5 49	9 12	1	50 53	.. Unionville	..	800	2 10	6 02	10 55	..
..	10 38	5 56	9 19	1	55 55	.. Madison	..	600	2 05	5 52	10 50	..
..	11 28	6 07	9 31	1	70 61	.. Perry	..	200	1 53	5 34	10 39	..
..	11 50	6 24	9 49	1	85 66	.. Painesville	..	1800	1 40	5 15	10 26	..
..	12 16	6 37	10 03	2	00 72	.. Mentor	..	250	1 22	4 53	10 09	..
..	12 32	6 48	10 14	2	15 77	.. Willoughby	..	650	1 11	4 35	10 00	..
..	1 00	6 57	10 25	2	25 81	.. Wickliffe	..	..	1 00	4 19	9 51	..
..	1 18	7 07	10 36	2	40 86	.. Euclid	..	447	12 50	4 02	9 41	..
3 15	1 50	7 30	11 00	2	50 95	.. CLEVELAND**	..	60000	12 30	3 30	9 20	7 30
A M	P M	P M	A M	—	—	AR'VE	DEP'T	—	M	P M	P M	A M

*Con. with all Railroads departing from Buffalo; †June. N. York & Erie RR; ‡Junction Sunbury and Erie RR; **Con. with all Railroads departing from Cleveland.

R.R.'S.Buffalo.
Ticket Ag't.

this Guide.

FALLO.

Acc. Mail.

A M	P M
10 00	5 20
9 30	4 56
9 00	4 30
8 35	4 14
8 00	3 47
7 23	3 22
7 00	3 10
	2 50
	2 44
	2 33
	2 17
	2 02
A M	P M

D.

Cleveland, O.

O ERIE.

Exp.	Frg't
A M	P M
12 55	4 22
12 35	
12 29	
12 20	
12 07	
11 52	
11 36	
11 24	
11 09	
11 01	
10 55	
10 50	
10 39	
10 26	
10 09	
10 00	
9 51	
9 41	
9 20	7 30
P M	A M

York & Erie
ads depart.

RENSSELAER & SARATOGA & SARATOGA & WHITEHALL RAILROADS.

R. & S.R.R.—EDMUND SCHRIVER, Pres.; L. H. TUPPER, Sup., Troy, N. Y.
S. & W. R. R.—J. M. DAVISON, Pres. and Supt., Saratoga, N. Y.

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TROY TO RUTLAND				STATIONS.		RUTLAND TO TROY.			
Pass.	Frg't	Pass.	Mls	TRAINS		Pop'n.	Mail.	Frg't	Pass.
A M	A M	P M		DEP'T	AR'VE		A M	P M	P M
7 30	10 00	5 15		0	TROY	45000	8 28	5 30	7 28
				1	Green Island				
				4	Waterford	2683			
				6	Albany Junction*				
				12	Mechanicsville	900			
				25	Ballston	269			
				32	ar { SAR'T'GA } lv	3500	7 00	1 20	6 00
				40	lv { Van Kleeck's } ar		6 40	12 40	5 39
9 05	1 50	6 45		43	Gansevoort		6 31	12 15	5 30
9 26	2 50	7 07		48	Moreau	354	6 17	11 40	5 15
9 35	3 00	7 15		49	Fort Edward	1000	6 13	11 10	5 12
9 49	3 30	7 30		52	Dunham Basin		6 05	10 48	5 05
9 53	3 40	7 34		57	Smith's Basin		5 52	10 04	4 51
10 01	4 10	7 47		60	Fort Ann	700	5 42	9 30	4 41
10 14	4 40	8 02		65	Comstock's Land		5 30	9 00	4 29
10 24	5 10	8 13		71	Whitehall	4200	5 12	8 15	4 10
10 36	5 40	8 26		73	L. Champlain		5 00	7 55	3 45
10 54	6 30	8 45		71	Junction		5 11	7 45	4 10
11 04	6 45	8 55		78	State Line		4 54		3 49
10 54	6 30	8 45		79	Fairhaven	500	4 49		3 41
11 11		9 04		81	Hydeville		4 43		3 3
11 17		9 10		84	Castleton	1016	4 30	5 30	3 20
11 22		9 15		95	Rutland	4500	4 10	5 00	2 55
11 30	7 50	9 25							
11 57	8 45	9 50							
A M	P M	P M	P M	AR'VE	DEP'T		A M	A M	P M

Through Fare, \$2.50.

April 13, 1859.

*Junc. of Albany Northern R.R.
†Junc. of Sara. and Schenec.

Junction of Rut. and Washing'n R.R.
Con. with Rutland and Bur.

SARATOGA & SCHENECTADY RAILROAD.

(LEASED AND RUN BY THE RENSSELAER AND SARATOGA COMPANY.)

SARATOGA TO SCH'DY.				STATIONS.		SCH'DY TO SARATOGA			
Pass.	Mxd.	Pass.	Pop'n.	\$ c	Mls	Mls	Pass.	Mxd.	Pass.
P M	P M	A M					A M	P M	P M
5 40			3 500	0	0	22			5 20
5 55	2 45	9 00	2 269	25	7	15	8 45	12 30	5 00
6 12	3 20	9 25		50	14	8	8 30	11 55	4 49
6 35	4 00	9 50	9 900	75		0	8 10	11 15	4 20
P M	P M	A M				DEP'T	A M	A M	M

SYRACUSE, BINGHAMTON & N. Y. R. R.

J. M. SCHEMERHORN, Pres., Homer, N. Y. GEO. HAVEN, Supt., Syracuse, N. Y.

Please inform the Publisher, for correction, if any errors are found in this Guide.

SYRACUSE TO BINGHAMTON.					STATIONS.		BINGHAMTON TO SYRAC.			
Pass	Pass	Pop'n	\$	c. M s	TRAINS		M s	\$	c. Pass	Pass
A M	P M				DEPART	ARRIVE			A M	P M
8 00	4 20	30000	0	0	.....	SYRACUSE*	80	2 25	10 08	6 20
8 20	4 40	550	20	7	.....	Jameville.....	73	2 20	9 48	6 00
8 43	5 08	335	40	14	.....	Lafayette.....	66	2 00	9 25	5 37
8 58	5 22	100	55	19	.....	Apulia.....	61	1 55	9 10	5 22
9 04	5 30	550	65	21	.....	Tully.....	59	1 75	9 04	5 05
9 20	5 46	500	75	26	.....	Preble.....	54	1 55	8 47	4 48
9 28	5 54	.....	85	29	.....	Little York.....	51	1 55	8 38	4 40
9 41	6 07	2000	1 00	33	.....	Homer.....	47	1 40	8 19	4 24
9 49	6 15	1550	1 10	36	.....	Cortland.....	44	1 30	8 10	4 14
10 00	6 26	100	1 20	40	.....	Blodgett's Mills....	40	1 20	8 00	4 04
10 18	6 45	.....	1 40	45	.....	State Bridge.....	34	1 00	7 41	3 44
10 29	6 57	355	1 50	50	.....	Marathon.....	30	90	7 29	3 32
10 38	7 06	.....	1 60	53	.....	Killawog.....	27	80	7 20	3 23
10 49	7 17	300	1 75	57	.....	Lisle.....	23	70	7 09	3 12
10 56	7 24	100	1 80	59	.....	Whitney's Point....	21	65	7 03	3 06
11 24	7 52	.....	2 05	69	.....	Chenango Forks....	11	35	6 35	2 35
11 43	8 10	1500	2 25	73	.....	Chenango.....	7	25	6 16	2 16
12 00	8 26	9000	2 25	80	.....	BINGHAMTON†	0	0	6 00	2 00
M	P M				ARRIVE	DEPART			A M	P M

*Connects with Oswego & Syra., below; N.Y.C.R.R.; Auburn & Roch.

†Con. N. Y. & E. R. R.; Delaware, Lackawanna and Western.

OSWEGO & SYRACUSE R. R.

F. T. CARRINGTON, Pres., Oswego, N. Y. GEO. SKINNER, Supt., Oswego, N. Y.

OSWEGO TO SYRACUSE.					STATIONS.		SYRACUSE TO OSWEGO.			
Pass.	Pass	Pass	Pop'n	\$	c. M s	TRAINS		M s	\$	c. Pass
a m	p m					DEPART	ARRIVE			a m
9 00	4 00	20000	0	0	.....	OSWEGO.....	35	1 00	10 00	8 00
9 30	4 30	2350	37	11	.....	Fulton.....	24	75	9 30	7 30
9 52	4 52	.....	63	17	.....	Lamson's.....	18	50	9 07	7 07
10 15	5 15	1555	75	23	.....	Baldwinsville.....	12	37	8 50	6 50
10 45	5 45	30900	1 00	35	.....	SYRACUSE.....	0	0	8 15	6 15
a m	p m				ARRIVE	DEPART			a m	p m

RAILWAY CONNECTIONS are N. Y. Central and Syracuse and Southern Railways at Syracuse. Steamers at Oswego.

Schenectady and Troy Railroad.—Trains leave Troy 6 & 10 50 A. M., and 5 30 P. M. Returning, leave Schenectady at 8 10 A. M., and 3 45 & 7 20 P. M.

SACKETT'S HARBOR & ELLISBURG RAILROAD.

W. T. SEARLES, Pres., Belleville.

C. W. BISHOP, Supt., Henderson.

Trains leave Sackett's Harbor at 7 A. M. and 12 10 P. M. Arrive at Pierrepont Manor 8 35 A. M., and 1 35 P. M.

Trains leave Pierrepont Manor at 9 50 A. M. and 8 00 P. M. Arrive at Sackett's Harbor 11 10 A. M. and 9 15 P. M.—Distance 18 miles.—Connects with Watertown & Rome Railroad.

LONG ISLAND RAILROAD.

WILLIAM E. MORRIS, President and Superintendent, Brooklyn, N. Y.

Please inform the Publisher, for correction, if any errors are found in this Guide.

R. R.
Brooklyn, N. Y.

this Guide.

ON TO SYRAC.

Pass	Exp.	Pass	Exp.	Pass	Exp.
M	P	M	P	M	P
08	6 20	08	6 20	08	6 20
48	6 00	48	6 00	48	6 00
25	5 37	25	5 37	25	5 37
10	5 22	10	5 22	10	5 22
04	5 05	04	5 05	04	5 05
47	4 48	47	4 48	47	4 48
38	4 40	38	4 40	38	4 40
19	4 24	19	4 24	19	4 24
10	4 14	10	4 14	10	4 14
00	4 04	00	4 04	00	4 04
41	3 44	41	3 44	41	3 44
29	3 32	29	3 32	29	3 32
20	3 23	20	3 23	20	3 23
09	3 12	09	3 12	09	3 12
35	2 35	35	2 35	35	2 35
16	2 16	16	2 16	16	2 16
00	2 00	00	2 00	00	2 00
M	P	M	P	M	P

Trains for Syracuse leave New York (foot
Duane st.) at 8 15 a. m. & 4 30 p. m.

Oswego, N. Y.

E TO OSWEGO.

Pass	Exp.	Pass	Exp.	Pass	Exp.
m	p	m	p	m	p
00	8 00	00	8 00	00	8 00
30	7 30	30	7 30	30	7 30
07	7 07	07	7 07	07	7 07
50	6 50	50	6 50	50	6 50
15	6 15	15	6 15	15	6 15
m	p	m	p	m	p

thern Railways

M., and 5 30 P.

K.

D.

Henderson.

e at Pierpont

re at Sackett's

Watertown &

BROOKLYN TO GREENPORT.						GREENPORT TO BROOKLYN.					
Pass	Exp.	Pass	Pop'n	\$ c.	M.	M	Pop'n	Pass	Exp.	Pass	Pop'n
A	M	P	M	P	M	A	M	P	M	P	M
10 00	3 30	4 30	5 30	0	0	95	135000	3 25	9 05	9 30	4 10
10 20	3 50	4 50	5 50	6	2	93	900	07	8 47	9 12	3 50
10 33	....	5 03	6 03	13	5	90	....	7 53	8 30	....	3 36
10 38	....	5 08	6 08	13	7	88	....	7 48	8 25	....	3 30
10 43	....	5 13	6 13	20	9	86	1507	42	8 20	....	3 23
10 56	4 10	5 23	6 23	25	11	84	4780	35	8 15	8 51	3 15
11 03	4 18	....	6 35	35	14	81	1907	20	....	8 45	3 00
11 12	4 27	....	6 44	45	17	78	8007	12	7 30	8 34	2 52
11 38	4 53	6 03	7 02	50	20	75	1900	55	7 30	8 16	2 30
11 26	4 41	5 52	....	60	23	72	....	7 30	8 16	8 06	2 20
11 35	4 50	6 00	....	70	26	69	400	....	7 30	7 50	2 06
11 55	5 07	....	....	80	31	64	500	....	....	7 26	1 40
12 13	5 25	....	....	1 00	37	58	120	....	....	7 17	1 31
12 27	5 39	....	....	1 15	41	54	200	....	....	7 10	1 25
12 35	5 50	....	....	1 20	43	52	250	....	....	6 56	1 12
12 48	6 03	....	....	1 30	49	46	....	....	....	6 39	12 49
1 07	6 22	....	....	1 45	55	40	160	....	....	6 23	12 53
1 22	6 36	....	....	1 55	60	35	....	....	....	....	12 17
1 42	....	....	....	1 70	66	29	80	....	....	....	11 59
2 02	....	....	....	1 95	74	21	1425	....	....	....	11 43
2 15	....	....	....	2 05	79	16	130	....	....	....	11 33
2 27	....	....	....	2 10	83	12	100	....	....	....	11 25
2 36	....	....	....	2 15	86	9	....	....	....	....	11 17
2 44	....	....	....	2 20	89	6	....	....	....	....	11 10
2 50	....	....	....	2 25	91	4	80	....	....	....	11 0
3 00	....	....	....	2 25	95	0	1500	....	....	....	....
P	M	P	M	P	M	A	M	P	M	P	M

*Hempstead and Brooklyn Trains.—Trains leave:
Hempstead for Brooklyn at 6 25 and 7 28 A. M., 2 18 and 5 18 P. M.
Brooklyn for Hempstead at 10 A. M., 12 M., 4 30 and 5 30 P. M.
Distance, 22 1/2 miles. Fare, 55 cents.

†Syosset and Brooklyn Trains.—Trains leave:
Syosset for Brooklyn at 7 20 A. M., and 4 35 P. M. { Distance, 30 1/2 miles. Time,
Brooklyn for Syosset at 12 M. and 4 30 P. M. { 2 hours. Fare, 75 cents.

HUDSON AND BOSTON RAILROAD.

GEORGE H. POWER, Pres. and Supt, Hudson, N. Y. JOHN J. OLCOTT, Sec. Albany.

HUDSON TO W. STOCKBRIDGE.						W. STOCKBRIDGE TO H.					
Pass	Exp.	Pass	Pop'n	\$ c.	M.	M	Pop'n	Pass	Exp.	Pass	Pop'n
P	E	A	M	P	M	A	M	P	M	P	M
2 30	7 45	....	8500	0	0	34	1 00	10 05	5 10	....	....
2 50	8 05	....	500	12	4	30	87	9 45	4 55	....	....
3 05	8 20	....	150	25	8	25	75	9 30	4 37	....	....
3 25	8 50	....	300	37	15	19	62	9 10	4 15	....	....
3 35	8 50	....	320	50	17	14	55	9 00	4 05	....	....
P	M	A	M	P	M	A	M	P	M	P	M

*Junc. of Hudson Riv. R. R.

JAS. H. HORT, Superintendent, New York City

JAS. H. HORT, Superintendent, New York City

are found in this Guide.

*Railroad diverging from New York, p. 33.
 †Junction with New York and Harlem Railroad.
 ‡Junction of Danbury and Norwalk R.R.
 §Junction Housatonic R.R.
 ¶Steamboat—New York. Leave Bridgeport at 8 00 A. M.;
 leaves New York (Pack Ship) 10 A. M., daily. Fare 50 cts.
 §Connects with New Haven and New London R.R.
 §Connects with N. Haven, Hartford and Springfield R.R.
 §Connects with New York, The "Elm City," and "Traveler".
 §Steamboats—New York. Leave New York for New Haven, at 3 P. M.
 leave New York (Pack Ship) for New Haven, at 11 P. M.
 New Haven for New York, at 11 P. M.
 Fare \$1. Distance 85 miles.
 Through Fare \$1 30. Way Fare about 5 cents a mile.

NEW YORK AND HARLEM RAILROAD.

ALLEN CAMPBELL, Pres., N. Y. City.

W. J. CAMPBELL, Supt., N. Y. C.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO ALBANY						STATIONS		ALBANY TO NEW YORK.				
Pass.	Pass.	Exp.	Mail.	Pop'n	Mis	DEPT	AR'VE	Mi.	Mail.	Exp.	Pass.	Pass
A M	P M	P M	A M						P M	P M	P M	A M
						0	WHITE & CENTER.	151				6 45
						3	26th Street.	151	2 55	9 35	5 00	6 15
						5	Yorkville.	149			4 40	5 03
8 20	5 09	3 30	1 000			7	HARLEM.	147			4 36	5 55
8 30	5 10			6000		8	Mott Haven.	146			4 25	5 51
8 40	5 20			500		9	Melrose.	145			4 20	5 47
8 44	5 24					10	Morrisania.	144			4 17	5 43
8 48	5 28					11	Tremont.	143			4 10	5 37
8 52	5 34					12	Fordham.	142			4 05	5 34
8 56	5 36					14	Williams' Bridget.	140			3 56	5 30
9 00	5 39			200		17	West Mt. Vernon.	137			3 47	5 24
9 06	5 45					19	Bronxville.	135			3 35	5 20
9 12	5 53					20	Tuckahoe.	134			3 30	5 18
9 19	6 00					22	Scarsdale.	132			3 10	5 12
9 22	6 03			100		24	Harlem Corners.	130			3 05	5 06
9 25	6 10					26	WHITE PLAINS.	128	1 55	8 41	3 00	5 00
9 28	6 15	4 30	11 00	750		29	Kensico.	126	1 42			
9 40	6 20					32	Unionville.	121	1 35			
		4 42	11 16			34	Pleasantville.	120	1 30			
			11 22	100		36	Chapequa.	118	1 25			
			11 27			40	Mt. Kisco.	114	1 15			
			11 38			42	Bedford.	112	1 07			
			11 44	400		45	Whitlockville.	109	12 58			
			11 52	250		47	Golden's Bridge.	107	12 51			
			11 57	150		49	Purdy's.	105	12 45	7 46		
			12 02			51	CROTON FALLS.	103	12 37	7 41		
		5 30	12 12	230		55	Brewster's.	99	12 25			
			12 25			58	Dykeman's.	96	12 15			
			12 32			64	Paterson.	90	12 02			
			12 45	340		67	Pawling's.	87	11 58	7 03		
		6 11	1 00	500		73	South Dover.	81	11 40			
			1 15			76	Dover Furnace.	78	11 33			
			1 25			80	DOVER PLAINS.	74	11 25	6 40		
		6 40	1 35	300		85	Wassaic.	69	11 11			
			1 45			88	Amenia.	66	11 04			
			1 51	850		91	Sharon Station.	63	10 56			
			1 58			96	MILLERTON.	58	10 45	6 00		
		7 15	2 15	220		99	Mount Riga.	55	10 33			
			2 22			103	Boston Corners.	51	10 26			
			2 32			108	Copake.	46	10 14			
			2 43	500		112	Hillsdale.	42	10 03	5 20		
		7 46	2 54	300		115	Bain's.	39	9 54			
			3 00			119	Martindale.	35	9 47	5 05		
			3 10	200		122	Philmont.	32	9 39			
			3 18			128	Ghent.	26	9 26			
			3 32			131	CHATHAM & Co.†.	23	9 20	4 35		
			8 20	3 45	320	133	East Albany.	1	8 15	5 45		
			9 15	5 10	57000	154	ALBANY.	0				
A M	P M	P M	P M			AR'VE	DEPT		A M	P M	P M	A M

*Branch to Port Morris.

†Junc'n of N. Y. and New Haven R.R.

‡Con. with Western R.R., and Junc. of Hud. & Bost. R.R.

§Con. with Troy & Greer. R.R. §Railroads departing from Albany, p. 33.

Way Fare about 21-2 cents a mile.

Through Fare \$2.00

Connects with New York and Northampton R.R.
 Steamboats—New York, The "Elm City" and "Traveller,"
 leave New York (Peck Slip) for New Haven, at 3 P.M.
 New Haven for New York, at 11 P.M.
 Fare \$1. Distance 83 miles.
 Through Fare \$1.35. Way Fare about 3 cents a mile.

Connects with New York and Harlem Railroad.
 Junction of Danbury and Norwalk R.R.
 Junction Housatonic R.R.
 Steamboat—New York. Leaves Bridgeport at 8 00 A.M.;
 leaves New York (Peck Slip) 10 A.M. daily. Fare 50 cts.
 Connects with New Haven and New London R.R.

NEW YORK AND PHILADELPHIA RAILROAD

(VIA NEW JERSEY RAILROAD.)

J. S. DARCY, Pres., N. J. J. P. JACKSON, V. Pres. & Supt., Newark, N. J.
J. W. WOODRUFF, Asst. Supt., Newark, N. J.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO PHILADELPHIA.						STATIONS.		PHILADELPHIA TO N. Y.				
Mail.	Exp.	Exp.	Acc.	Mail.	Pop'n	M	TRAINS	M	Mail.	Mail.	Mail.	Exp.
a m	a m	m	p m	p m	.....	.....	DEP'T AR'VE	a m	p m	p m	p m	p m
8 00	11 00	12 00	4 00	6 00	900000	0	 New York	3 10	12 20	10 04	2 15	
8 40	11 10	12 10	4 10	6 10	30000	1	 Jersey City	88	3 00	12 10	9 55	2 05
8 35	11 35	12 40	4 35	6 35	55000	9	 Newark	87	2 40	11 50	9 35	1 45
8 50	11 50	12 55	4 50	6 50	3000	15	 Elizabeth	79	2 30	11 35	9 25	1 30
9 00	12 00	1 15	5 00	7 00	2895	19	 Rahway	73	2 20	11 20	9 15	1 20
9 15	12 15	1 35	5 12	7 15	150	27	 Metuchin	68	2 10	11 05	9 05	1 10
9 25	12 25	1 50	5 25	7 25	8000	31	 New Brunswick	60	2 00	10 50	8 50	12 55
9 45	12 47	.....	5 47	7 45	.....	40	 Deans Pond	55	1 40	10 33	8 33	12 35
9 55	12 59	.....	5 59	7 55	300	43	 Kingston	47	1 25	10 20	8 20	12 22
10 05	1 12	.....	6 12	8 05	2750	48	 Princeton	43	1 20	10 07	8 07	12 10
10 27	1 42	4 30	6 42	8 27	9000	57	 Trenton	39	12 55	9 43	7 43	11 45
10 42	.....	.....	7 12	8 42	4500	62	 Bordentown	29	.....	9 25	7 25	.....
.....	.....	.....	.....	.....	3025	68	 Bristol	25	.....	.....	.....	.....
11 02	.....	.....	9 01	5600	70	.....	..... Burlington	19	12 24	9 00	7 00	11 15
.....	2 27	.....	7 27	.....	74	.....	..... Cornwells	19	12 12	.....	.....	11 00
.....	2 42	.....	7 40	.....	100	79	 Tacony	12	12 00	.....	.....	10 45
11 38	.....	.....	9 38	16500	89	.....	..... Camden	8	.....	.....	.....	.....
12 00	3 10	6 40	8 10	10 00	550000	90	 PHILADELPHIA	0	11 45	8 00	6 00	10 00
m	p m	p m	p m	p m	p m	.....	AR'VE DEP'T	p m	a m	p m	a m	p m

8 00 A. M. and 6 00 P. M. Trains from New York, stop East of Brunswick, at Newark only; and the 11 00 A. M. and 4 00 P. M. stop on signal only.

Through Tickets to Cincinnati and the West, by Express Trains, at 8 00 A. M. and 6 00 P. M. Baggage must be checked 15 minutes before the Train leaves.

Millstone Passengers take the 2 00 and 4 P. M. train from New York.

Bloomfield Passengers take the 8 30 and 11 30 A. M. & 4 00 and 5 30 P. M. Trains.

NEW JERSEY RAILROAD.

J. S. DARCY, Pres., N. J. J. P. JACKSON, V. Pres. and Supt., Newark, N. J.
J. W. WOODRUFF, Asst. Supt., Newark, N. J.

Trains leave New York for New Brunswick 8 00 and 11 00 A. M. 12 00 M., 2 00, 4 00, 5 00 and 6 00 P. M.

Trains leave New York for Rahway 7 40 & 9 00 A. M., 3 00, 6 10 and 7 P. M.

New York for Newark, (Morris & Essex Station) 6 30, 8 30 & 11 30 A. M., 3 30, 4 40 & 5 30 P. M.

New York for Chestnut St. Newark, 7 00, 10 00 and 11 00 A. M., 1 00 & 10 00 P. M.

New York for Market St. Newark, 8 00 & 12 00* P. M. *To Elizabeth St. Wednesdays and Saturdays.

Trains leave New Brunswick 2 00, 7 00, 8 00 & 10 50 A. M., 12 55, 2 50, 7 45 and 8 50 P. M.

Trains leave Rahway 6 45, 9 30 & 10 30 A. M., 5 45 & 7 30 P. M.

Trains leave Morris & Essex Station, Newark, 5 00, 8 00 & 9 20 A. M., 2 00 & 4 10 P. M.

Trains leave Chestnut St. 6 20, 8 20 & 11 50 A. M., 12 50, 1 50 & 4 50.

Trains leave Elizabeth St. 2 40 and 11 00 P. M., except Wednesdays and Saturdays.

Trains leave Market St., Newark, 9 20, 10 00 & 11 15 P. M.

Fare between New York and Newark, 50 cents.

[January, 1859.]

MORRIS AND ESSEX RAILROAD.

WM. WRIGHT, Pres., and J. B. BASSINGER, Supt., Newark, N. J.

Please inform the publisher, for correction, if any errors are found in this Guide.

NEW YORK TO HACKETTSTOWN.					STATIONS.		HACKETTSTOWN TO N. Y.				
Exp. Mail.	Mail.	Pop'n	c	Mls	TRAINS.		Mls	\$ c.	Exp. Mail.	Mail.	
P M	P M	A M			DEP'T	AR'VE			A M	P M	P M
4 40	3 30	8 30	900000	0	DEP'T	AR'VE	61	1 75	8 35	9 20	4 45
5 15	4 05	9 05	55000	25	NEW YORK*		53	1 50	8 00	9 15	4 10
5 20	4 12	9 12	2500	10	Newark		52				
5 25	4 19	9 19	4385	40	Bloomfield J.†		49	1 50		9 02	3 56
5 31	4 26	9 26		47	Orange		47	1 40		8 55	3 49
5 38	4 36	9 36	100	60	South Orange		43	1 35		8 45	3 39
5 45	4 47	9 47		70	Millburn		41	1 20	7 30	8 34	3 28
5 46	4 57	9 57	1000	80	Summit		37	1 15	7 23	8 24	3 18
5 52	5 04	10 04	500	85	Chatham		35	1 00	7 18	8 18	3 12
5 57	5 18	10 18	5500	95	Madison		31	88	7 10	8 07	3 02
6 05	5 25	10 25	150	100	Morristown		29	88		7 57	2 52
	5 36	10 36	150	110	Morris Plains		24	70		7 47	2 42
	5 42	10 42		115	Denville		22	65		7 42	2 37
	5 53	10 53	750	125	Rockaway		19	50		7 34	2 29
	6 05	11 05		140	Dover		14	35		7 19	2 14
	6 12	11 12			Drakesville		12			7 15	2 08
	5 18	11 18	600	1 50	Port Morris		9	25		7 07	2 04
	6 27	11 27		1 63	Stanhope		7	20		6 59	1 54
	6 40	11 40	1500	1 75	Waterloo		0	0		6 45	1 40
P M	P M	A M			HACKETTSTOWN	DEP'T			A M	A M	P M

MILLBURN TRAINS—Leave Millburn for New York at 5 45 and 7 20 a. m. and 1 23 p. m. New York for Millburn at 11 30 a. m., 5 10 and 6 36 p. m. *Railroads departing from N. Y. p. 33. †Jct. of Newark and Bloom. ‡Jct. of Sussex R. R.

NEWARK AND BLOOMFIELD RAILROAD.

IRA DODD, Pres., Bloomfield, N. J. J. B. BASSINGER, Supt., Newark, N. J.

N. YORK TO WEST BLOOMFIELD.					STATIONS.		W. BLOOMFIELD TO N. Y.				
Pass	Pass	Pass	Pass	Pop'n	\$ M	TRAINS.		M	\$ Pass	Pass	Pass
P M	P M	P M	A M			DEP'T	AR'VE			A M	P M
				900000	0 0	NEW YORK		12	44		
				30000	1	Jersey City		14			
6 06	4 35	12 06	9 25	55000	25 9	Newark		6	20	7 50	10 57
6 14	4 43	12 14	9 31		31 10	Rossville		5	15	7 42	10 47
6 20	4 49	12 20	9 39		38 12	Watsessing		3	9	7 36	10 40
6 24	4 53	12 24	9 43	2500	38 13	Bloomfield		2	6	7 32	10 36
6 30	5 00	12 30	9 50		44 15	WEST BLOOMFIELD.		0	6	7 26	10 30
P M	P M	P M	A M			AR'VE	DEP'T			A M	A M

CAMDEN AND ATLANTIC RAILROAD.

J. BRODHEAD, President, and J. H. OSBORNE, Gen. Supt., Philadelphia.

COOPER'S POINT TO ATLANTIC.					STATIONS.		ATLANTIC TO COOPER'S P.				
Pass	Pass	Pass	Acc.	F&P	\$ c.	Mls.	TRAINS.		Pop'n	Pass	Pass
A M	P M	A M	J M	A M			AR'VE	DEP'T		P M	Acc.
7 55	4 20	6 25	5 50	4 50	0	0	COOPER'S P.T.		800	8 34	7 42
8 17	4 40		6 15	5 39	30	7	Haddonfield		500	8 17	7 25
8 28			6 26	5 36	30	10	Ashland		200	7 15	7 12
9 05	5 18		7 29	6 55	75	23	Waterford		200	6 37	7 29
9 17			7 46	7 26	90	27	Winslow		1032	6 21	6 03
9 45	6 52	9 27	8 21	8 18	130	37	Weymouth		1500	7 06	5 53
10 45	6 55	9 30		9 52	160	60	Atlantic			4 40	5 35

ROAD

ark, N. J.

this Guide.

IA TO N. Y.

Mail. Exp.

p m p m

10 04 2 15

9 55 2 05

9 35 1 45

9 25 1 30

9 15 1 20

9 05 1 10

8 50 12 55

8 33 12 35

8 20 12 22

7 07 12 10

7 43 11 45

7 25

7 00 11 15

11 00

10 45

6 00 10 00

p m a m

Brunswick,

00 A. M. and

leaves.

M. Trains.

ark, N. J.

00 M., 2 00,

17 P. M.

M., 3 30, 4 40

& 10 00 P. M.

St. Wednes-

2 50, 7 45 and

A. M., 2 00 &

d Saturdays.

uary, 1859.

CAMDEN & AMBOY RAILROAD & STEAMBOAT.

EDWIN A. STEVENS, Pres., Hoboken. R. S. VAN RENSSELAER, Supt., Bordentown

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO PHILADELPHIA.						STATIONS.		PHILADELPHIA TO N. Y.					
Mxd.	Acc.	Exp.	Acc.	Pop'n	M	TRAINS		M	Acc.	Exp.	Pas	Pas	Pas
PM	PH	FM	AM			DEP'T	AR'VE		AM	PM	PM	PM	PM
5 00	1 00	2 00	6 00	900000	0	PIER No. 1, N. R.	90						
						(Steamboat)							
8 00	4 10	4 00	8 00	3000	27	South Amboy	63	8 55	4 48	2 48	11 00		
8 30	4 37	4 10	8 15		33	Brown's	57	8 41	4 37	9 15	10 27		
8 50	4 47	4 15	8 20		35	South River	55	8 37	4 33	8 50	10 13		
9 05	5 00	4 26	8 30	500	38	Spotswood	52	8 30	4 26	8 30	9 55		
9 30	5 18	4 37	8 40	150	42	Jamesburg†	48	8 20	4 15	8 02	9 30		
9 42	5 30	4 43	8 46		44	Prospect Plains	46	8 12	4 07	7 42	9 12		
9 51	5 40	4 47	8 50	755	45	Cranberry	45	8 07	4 03	7 30	9 00		
10 05	5 53	4 55	8 58	1000	49	Hightstown	41	8 00	3 56	7 10	8 46		
10 20	6 08	5 04	9 07	100	53	Centerville	37	7 50	3 48	6 38	8 13		
10 32	6 20	5 11	9 14		56	Newtown	34	7 43	3 40	6 20	7 53		
10 50	6 38	5 20	9 22	80	58	Yardville	32	7 34	3 33	5 58	7 36		
11 05	7 50	5 30	9 33	4500	63	Bordentown‡	27	7 25	3 25	5 42	7 15		
11 12	7 55	5 32	9 35	100	64	Shops	26	7 20		5 32	7 08		
11 30	7 13	5 43	9 46		67	Florence	23	7 13	3 13	5 06	6 50		
11 40	7 18	5 47	9 50		68	Hammells	22	7 08	3 08	4 56	6 38		
	7 25	5 54	9 53		70	Mt. Holly Junction[	20	7 03	3 03		6 30		
12 00	7 34	6 02	10 00	5560	71	Burlington	19	7 00	3 00	4 40	6 24		
12 15	7 48	6 12	10 08	1500	77	Beverly	13	6 51	2 50	4 24	6 12		
12 28	7 58	6 19	10 15		78	Rancocas	12	6 45	2 44	4 12	6 02		
12 36	8 08	6 24	10 19		82	Huling's	8	6 41	2 40	4 04	5 52		
12 52	8 22	6 33	10 28		88	Palmyra	7	6 36	2 35	3 43	5 42		
1 12	8 32	6 40	10 36		85	Fish House	5	6 28	2 28	3 28	5 27		
1 30	8 45	6 50	10 50	16500	89	Camden†	1	6 15	2 12	3 10	5 15		
						(Steam Ferry)							
				550000	90	PHILADELPHIA	0	6 00	2 00	2 45	5 00		
AM	PM	PM	AM			AR'VE [April 11.]	DEP'T						

THROUGH FARES.—Exp. trains, \$3 00; accommodation trains, \$2 25, \$1 75, & \$1 50

Philadelphia and Bordentown Way Trains.—Trains leave: Philadelphia at 3 00 P. M., and arrive at Bordentown at 5 00 P. M. } Dis. 27 miles. Bordentown at 7 15 A. M., and arrive at Philadelphia at 9 15 A. M. } Fare, \$1.00.

Burlington and Mt. Holly Trains.—Trains (via Burl. & Mt. Holly R. R.) leave: Burlington for Mt. Holly at 8 50 A. M., 12 M., & 2 50 and 5 00 P. M. Mt. Holly for Burlington at 8 15 and 11 30 A. M., and 2 and 4 15 P. M. Distance 6 miles.—Fare 25 cents. [April 11, 1859.]

Jamesburg and Freehold Trains.—Trains (via Agricultural R.R.) leave: Jamesburg for Englishtown and Freehold at 8 42 A. M., and 4 35 P. M. Freehold for Englishtown and Jamesburg at 7 40 A. M. and 3 20 P. M. Connecting with trains of Camden and Amboy Railroad, above. Distance, 11 miles. Fare, 25 cts. Fare between New York and Freehold, 50 cents.

W. H. DAVIS, Pres.

*Railroads diverging from New York, p 33. †Junc. of Bur. and Mt. Holly R.R., above.
‡Junc. of Freehold & Jamesburg R.R., above. †Junc. Cam. & Atlantic R.R.
‡Junc. of Trenton Branch R.R. §Railroads diverging from Phil. p 89.

MBOAT.

, Bordentown

n this Guide.

PHIA TO N. Y.

Exp.	Pass.	Pass.
P M	P M	P M
4 48	9 48	11 00
4 37	9 15	10 27
4 33	8 50	10 13
4 26	8 30	9 55
4 15	8 02	9 30
4 07	7 42	9 12
4 03	7 30	9 00
3 56	7 10	8 46
3 48	6 38	8 13
3 40	6 20	7 58
3 33	5 58	7 36
3 25	5 42	7 15
3 13	5 06	6 50
3 08	4 56	6 38
3 03	4 46	6 30
3 00	4 40	6 24
2 50	4 24	6 12
2 44	4 12	6 02
2 40	4 04	5 52
2 35	3 48	5 42
2 28	3 28	5 27
2 12	3 10	5 15
2 00	2 45	5 00

5, \$1 75, & \$1 50

Dis. 27 miles.
Fare, \$1.00.

R. R.) leave:

M.
April 11, 1859.

leave:

P. M.

P. M.

e. Distance, 11
cents.

DAVIS, Pres.

Molly, R.R., above.

c R.R.

om Phil. p 89.

CENTRAL RAILROAD OF NEW JERSEY.

JOHN T. JOHNSON, Pres., N. Y. City. J. O. STEARNS, Supt., Elizabeth City, N. J.
H. P. BALDWIN, Gen. Ticket Agent.

Please inform the publisher, for correction, if any errors are found in this Guide.

NEW YORK TO EASTON.						STATIONS.		EASTON TO NEW YORK				
Pass.	Pass.	Pass.	Pass.	Pop'n.	\$ c. M.	TRAINS.		M.	Pass.	Pass.	Pass.	Pass.
P M	P M	M	A M			DEP'T	A'VE		A M	A M	P M	P M
5 30	4 00	12 00	7 30	900000	0 0	... New York	76	8 15	9 45	12 30	7 10	7 10
6 30	5 00	1 00	8 30	1010	20 12	... Elizabethport	64	7 15	8 45	11 27	6 10	6 10
6 40	5 10	1 08	8 35	3000	25 14	... Elizabeth	62	7 03	8 32	11 16	6 00	6 00
6 54	5 22	1 20	8 46		40 19	... Craneville	57	6 50	8 18	11 03	5 45	5 45
7 00	5 29	1 27	8 52	1575	40 21	... Westfield	55	6 44	8 31	10 57	5 39	5 39
7 08	5 37	1 35	8 59	300	45 24	... Scotch Plains	52	6 37	8 06	10 51	5 32	5 32
7 17	5 50	1 45	9 08	2500	50 26	... Plainfield	50	6 28	7 58	10 43	5 23	5 23
7 26	5 58	1 54	9 16		55 29	... Newmarket	47	6 19	7 49	10 34	5 13	5 13
7 37	6 08	2 04	9 26	600	55 33	... Bound Brook	43	6 10	7 39	10 24	5 02	5 02
7 40	6 20	2 16	9 37	1500	75 37	... Somerville	39	6 00	7 29	10 14	4 51	4 51
	6 25	2 21	9 42	1000	80 38	... Raritan	38		7 23	10 08	4 46	4 46
	6 34	2 30	9 51	150	90 43	... North Branch	33		7 14	9 59	4 37	4 37
	6 44	2 41	10 02		1 00 47	... White House	24		7 03	9 48	4 26	4 26
	6 54	2 51	10 12	1050	1 15 51	... Lebanon	23		6 54	9 39	4 17	4 17
	7 02	2 59	10 20	2568	1 20 54	... Clinton	22		6 47	9 32	4 10	4 10
	7 21	3 18	10 44		1 35 58	... Clarksville	18		6 31	9 16	3 54	3 54
	7 30	3 28	10 57		1 40 60	... New Hampton	16		6 25	9 10	3 44	3 44
	7 39	3 37	11 04		1 45 63	... Ashbury	13		6 19	9 04	3 37	3 37
	7 53	3 48	11 17		1 60 68	... Bloomsbury	5		6 07	8 52	3 19	3 19
	7 58	3 53	11 21		1 70 71	... Springtown	1		5 59	8 44	3 10	3 10
	8 12	4 10	11 37		1 75 75	... Phillipsburg	0		5 47	8 32	2 53	2 53
	8 15	4 15	11 40	10000	1 75 76	... Easton	0		5 45	8 30	2 50	2 50
P M	P M	P M	A M	A M		A'VE	DEP'T		A M	A M	A M	P M

*Railroads departing from New York, p 33; †Con. with New Jersey R.R.

†Con. Lack. and Western R.R.

§Con. Belvidere and Delaware R.R.

¶Connects with Lehigh Valley R. R.

[March 10.]

LEHIGH VALLEY RAILROAD.

J. G. FELL, Pres., Philadelphia. R. H. SAYRE, Eng. and Supt., Bethlehem, Pa.

ASTON TO MAUCH CHUNK.					STATIONS.		M CHUNK TO EASTN			
Pass.	Pass.	Pop'n.	\$ c. Ml		TRAINS.		Ml	\$ c.	Pass.	Pass.
P M	A M				DEP'T	A'VE				
4 55	11 40	10000	0 0	0	... Easton	45	0	9 35	2 55	
5 22	12 03	90	9	9	... Freemansburg	36	10	9 07	2 30	
5 32	12 12	3620	40	11	... Bethlehem	34	95	8 57	2 20	
5 47	12 25	6500	55	16	... Allentown	29	75	8 44	2 05	
5 58	12 36	1500	65	20	... Catasauqua	25	75	8 33	1 54	
6 11	12 48		75	23	... Whitehall	22	45	8 22	1 42	
6 39	1 15		05	32	... Slatington	13	35	7 55	1 15	
6 45	1 22		51	35	... Lehigh Gap	10	15	7 49	1 09	
7 07	1 48		35	41	... Leighton	4	0	7 27	12 42	
7 20	2 00	4000	1 50	45	... Mauch Chunk	0	0	7 15	12 30	
P M	P M				A'VE	DEP'T			A M	P M

RAILROADS DIVERGING FROM NIAGARA FALLS.—Rochester, Lockport and Niagara Falls; Canandaigua and Niagara Falls; Buffalo and Niagara Falls; Great Western (Canada); Erie and Ontario.

Con. Belvidere R.R.
Con. North P. & N. R.R.
Con. Mauch C. & S. H. R.R.
Con. Beaver M. R.R.

NEW YORK AND BOSTON EXPRESS LINE.

N. Y. & N. Haven R. R.—JAS. H. HORT, Supt., New York.—N. Haven, Hartford & Springfield R. R.—E. M. REED, Supt.—Western Railway.—HENRY GRAY, Supt., Springfield, Mass.—Boston & Worcester R. R.—E. B. PHILLIPS, Supt.
Please inform the publisher, for correction, if any errors are found in this Guide.

BOSTON TO NEW YORK.					STATIONS.		N. YORK TO BOST.				
Pass	Pass	Pop'n	\$	c.	M.		M.	\$	c.	Pass	Pass
						TRAINS					
						DEPART					
							ARRIVE				
P. M.	A. M.					.....	.....	P. M.	A. M.		
3 00	8 00	200000	0	0		 Boston	236 6 00	5 55	11 30		
4 30	9 30	26550	1 35	45		 Worcester	192 3 65	4 00	10 00		
6 35	12 00	18000	2 75	98		 Springfield	136 3 25	1 30	8 15		
7 25	12 50	22500	3 50	124		 Hartford	112 2 50	12 20	7 04		
8 25	2 05	25000	4 50	160		 New Haven	76 1 55	11 00	5 45		
9 02	2 43	11250		177		 Bridgeport	58 1 20	10 13	4 58		
11 10	4 45	900000	5 00	235		 New York, Twenty-seventh Street..	0	8 00	2 45		
P. M.	P. M.					ARRIVE	DEPART	A. M.	P. M.		

FLUSHING RAILROAD.

WM. M. SMITH, Receiver and Superintendent, Flushing, L. I.

NEW YORK TO FLUSHING.					STATIONS.		FLUSHING TO NEW YORK.				
Pass	Pass	Pass	Pass	Pass	M.		M.	Pass	Pass	Pass	Pass
						TRAINS					
						DEPART	ARRIVE				
P. M.	P. M.	P. M.	A. M.	A. M.		.....	.....	A. M.	A. M.	P. M.	P. M.
6 00	4 00	1 00	10 00	8 00	0	 FULTON MARKET	12 6 50	8 50	0 50	1 50	4 50
6 25	4 26	1 25	10 25	8 25	4	 Hunter's Point	8 6 25	9 25	10 25	1 25	4 25
6 30	4 30	1 30	10 30	8 30	5	 Penny's Bridge	7 6 20	8 20	10 20	1 20	4 20
					7	 Maspeth	5				
6 35	4 35	1 35	10 35	8 35	7	 Winfield	6 6 15	8 15	10 15	1 15	4 15
6 40	4 40	1 40	10 40	8 40	8	 Nawton	4 6 11	8 11	10 11	1 11	4 11
					9	 Fashion Course	3				
					10	 West Flushing	3				
6 50	4 50	1 50	10 50	8 50	12	 FLUSHING	0 6 00	8 00	10 00	1 00	4 00
P. M.	P. M.	P. M.	A. M.	A. M.		ARRIVE	DEPART	A. M.	A. M.	P. M.	P. M.

BOSTON, CONCORD & MONTREAL RAILROAD.

JOSIAH QUINCY, Pres., Romney, N. H. JOHN T. COFFIN, Agt., Plymouth.
Trains leave Concord 10 30 a m, Plymouth 1 43 p m—Arrive at Wells River 3 53 p m. Returning leave Wells River 10 20 a m, Plymouth 12 54 p m—Arrive at Concord 3 25 p m. Through Fare, \$3 50. Distance, 93 miles.

NEW YORK AND WILLIAM'S BRIDGE TRAINS.

Trains leave New York (26th st.) for Williams' Bridge at 8 10, 11 A M, 2 30, 8 30 P M. Williams' Bridge, for New York at 6 40, 9 30 A M, and 1 00 and 4 30 P M.

TROY AND GREENBUSH RAILROAD.

JONATHAN EDWARDS, Pres., Troy, N. Y. E. S. MORGAN, Supt., Troy.

Trains leave Troy (Union Depot,) for East Albany at 4 30, 7 45, 9 00, 10 05, 10 25, A M, 1 00, 2 30, 4 10, 4 30, 6 00 and 8 00 P M.

Trains leave East Albany for Troy, at 7 05, 8 20; 9 30, 11 00, 11 25, A M, 1 35, 3 10, 5 00, 5 25, 6 35 and 10 30 P M. Distance, 6 miles.
Fare, 12 cents.

BUFFALO, LOCKPORT, NIAGARA FALLS AND LEWISTON RAILROAD.

ERASTUS CORNING, Pres., Albany.
J. COLLAMER, Assist. Supt., Buffalo, N. Y.

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BUFFALO TO LEWISTON.											
Day	L'pt	Exp	Acc.	L'pt	Exp	Pop'n	M	STATIONS.	L'pt	Exp	Day
A M	A M	A M	P M	P M	P M	0	0	DEP'T	A M	A M	
6 00	8 30	2 30	5 40	6 15	8 00	100000	0	TRAINS	11 15	2 10	
6 10	8 40	2 40	6 50	6 25	8 10	0	0	AR'VE	11 05	2 00	
6 15	8 45	2 45	5 55	6 30	8 15	2700	4	Buffalo	11 00	1 55	
6 40	9 10	3 05	6 15	6 45	8 30	2472	11	Ferry	10 40	1 35	
9 25	9 40	3 25	7 05	7 20	9 05	17	0	Black Rock	10 30	1 25	
9 40	9 50	3 40	7 20	7 30	9 15	3000	22	Tonawanda	10 20	1 15	
10 30	10 50	3 50	7 30	7 45	9 25	3400	38	La Salle	10 10	1 05	
6 55	10 50	3 50	6 30	6 50	7 05	1000	24	Niagara Falls	10 05	1 00	
7 15	11 00	4 00	6 50	7 10	7 25	3000	22	Suspension Bridge	10 00	12 00	
7 30	11 15	4 15	7 05	7 20	7 35	15000	0	Hall's Station	9 50	11 45	
A M	A M	A M	P M	P M	P M			Lockport Junction	9 40	11 35	
								Lockport	9 30	11 25	
								DEP'T	9 20	11 15	
								AR'VE	9 10	11 05	
									9 00	10 55	
									8 50	10 45	
									8 40	10 35	
									8 30	10 25	
									8 20	10 15	
									8 10	10 05	
									8 00	9 55	
									7 50	9 45	
									7 40	9 35	
									7 30	9 25	
									7 20	9 15	
									7 10	9 05	
									7 00	8 55	
									6 50	8 45	
									6 40	8 35	
									6 30	8 25	
									6 20	8 15	
									6 10	8 05	
									6 00	7 55	
									5 50	7 45	
									5 40	7 35	
									5 30	7 25	
									5 20	7 15	
									5 10	7 05	
									5 00	6 55	
									4 50	6 45	
									4 40	6 35	
									4 30	6 25	
									4 20	6 15	
									4 10	6 05	
									4 00	5 55	
									3 50	5 45	
									3 40	5 35	
									3 30	5 25	
									3 20	5 15	
									3 10	5 05	
									3 00	4 55	
									2 50	4 45	
									2 40	4 35	
									2 30	4 25	
									2 20	4 15	
									2 10	4 05	
									2 00	3 55	
									1 50	3 45	
									1 40	3 35	
									1 30	3 25	
									1 20	3 15	
									1 10	3 05	
									1 00	2 55	
									0 50	2 45	
									0 40	2 35	
									0 30	2 25	
									0 20	2 15	
									0 10	2 05	
									0 00	1 55	

†Con. with G. W. R.
*Con. with R. L. & N. F.

Rochester and Charlotte Trains.—Trains leave:
Rochester for Charlotte at 1 50 P. M. and 8 30 P. M.
Charlotte for Rochester, at 9 30 P. M. and 5 30 P. M.
Distance, 6 miles. Fare, 25 cents.

Troy and Schenectady Trains.—Trains leave:
Troy for Schenectady at 6 45 A. M., 2 30 and 6 10 P. M.
Schenectady for Troy at 9 35 A. M., and 4 45, and 6 45 P. M.
Distance, 21 miles. Fare, 50 cents.

RAILROADS DEPARTING FROM NEW YORK.—Camden and
Am. Ry., New York and Erie, New York and Harlem, Hudson
River, Long Island, New Jersey, New York and New Haven,
Flushing. New Jersey Central, leave New York by Steam-
boat, from Pier No. 2, North River, or by N. Jersey R.R. from
foot of Cortlandt Street.

RAILROADS DEPARTING FROM ALBANY.—Albany, Vermont
and Canada; New York Central; Hudson River; New York
and Harlem; Western (Mass.); Troy and Greenbush.

INE.

en, Hartford
HENRY GRAY,
Supt.
nts Guide.

rk to Bost

Pass	Pass
P. M.	A. M.
5 55	11 30
4 00	10 00
1 30	8 15
12 20	7 04
11 00	5 45
10 13	4 58
8 00	2 45
A. M.	P. M.

I.

NEW YORK.

Pass	Pass
P. M.	P. M.
5 50	1 50
4 25	4 25
1 20	4 20
1 15	4 15
1 11	4 11
1 00	4 00
M. P. M.	P. M.

AD.

ly, Plymouth.
ells River 8 53
p m—Arrive at

INS.

8 10, 11 A. M.,
9 30 A. M., and

Supt., Troy.
30, 7 45, 9 00,
11 00, 11 25,
ance, 6 miles.

NEW YORK CENTRAL RAILROAD—Main Line.

E. CORNING, Pres., C. VIBBERD, Gen. Supt., J. A. SPENCER, Asst. Gen. Supt., E. FOSTER, Jr., Supt., Alb. & Schen. Div., all Alb. T. WALLACE, Supt. Troy & Sch. Div., Troy; Z. C. PRIEST, Sch. & Syr. Div., Utica; H. W. CHITTENDEN, Syr. & R. Div., Rochester.

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ALBANY AND TROY TO BUFFALO.										BUFFALO TO ALBANY AND TROY.									
Exp. Mail					Exp. Mail					STATIONS.					M ^o Exp.				
A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	DEPART	ARRIVE	TRAINS	ARRIVE	TRAINS	A M	P M	P M	P M	P M
6 45	7 35	11 40	10 50	5 35	5 00	11 15	6 00	12 14	1 00	0	21	Troy*	Leave	Albany	8 45	1 45	3 40	8 10	4 40
7 00	7 40	11 50	10 50	5 40	5 00	11 15	6 00	12 14	1 00	17	21	Arrive	Leave	Albany	8 30	1 45	2 50	7 20	4 40
7 40	8 00	12 07	1 35	6 09	5 40	11 55	6 00	12 14	1 00	26	26	Hofman's	Schenectady	Schenectady	7 55	1 45	2 32	7 00	3 38
8 00	8 09	12 15	1 50	6 09	5 40	11 55	6 00	12 14	1 00	30	30	Crane's Village	Amsterdam	Amsterdam	7 29	1 45	2 25	6 52	3 30
8 09	8 16	12 20	2 00	6 15	5 40	11 55	6 00	12 14	1 00	33	33	Amsterdam	Tribe's Hill	Tribe's Hill	7 24	1 45	2 20	6 45	3 24
8 16	8 30	12 27	2 25	6 28	5 40	11 55	6 00	12 14	1 00	39	39	Tribe's Hill	Fonda	Fonda	7 12	1 45	2 09	6 31	3 12
8 30	8 41	12 31	2 40	6 39	5 40	11 55	6 00	12 14	1 00	44	44	Fonda	Yosts	Yosts	7 02	1 45	2 00	6 20	3 02
8 41	8 52	12 41	2 50	6 50	5 40	11 55	6 00	12 14	1 00	49	49	Yosts	Sprakers	Sprakers	6 42	1 45	1 51	6 09	2 52
8 52	9 04	12 49	3 05	6 56	5 40	11 55	6 00	12 14	1 00	52	52	Sprakers	Palatine Bridge	Palatine Bridge	6 27	1 45	1 39	5 57	2 46
8 58	9 11	12 54	3 15	7 02	5 40	11 55	6 00	12 14	1 00	55	55	Palatine Bridge	Fort Plain	Fort Plain	6 47	1 45	1 34	5 50	2 40
9 08	9 11	13 00	3 25	7 09	5 40	11 55	6 00	12 14	1 00	58	58	Fort Plain	St. Johnsville	St. Johnsville	7 34	1 45	1 23	5 35	2 34
9 11	9 25	1 01	3 35	7 13	5 40	11 55	6 00	12 14	1 00	64	64	St. Johnsville	Little Falls	Little Falls	7 19	1 45	1 05	5 12	2 22
9 25	9 46	1 20	3 45	7 23	5 40	11 55	6 00	12 14	1 00	74	74	Little Falls	Herkimer	Herkimer	6 05	1 45	1 00	5 02	2 02
9 46	10 03	1 30	4 05	7 45	5 40	11 55	6 00	12 14	1 00	81	81	Herkimer	Ilhon	Ilhon	6 53	1 45	1 00	4 56	1 48
10 03	10 09	1 39	4 15	8 00	5 40	11 55	6 00	12 14	1 00	83	83	Ilhon	Frankfort	Frankfort	6 47	1 45	1 00	4 49	1 43
10 09	10 15	1 46	4 25	8 05	5 40	11 55	6 00	12 14	1 00	86	86	Frankfort	Utica	Utica	6 23	1 45	1 00	4 42	1 38
10 15	10 21	1 51	4 35	8 10	5 40	11 55	6 00	12 14	1 00	88	88	Utica	Whitesboro	Whitesboro	6 00	1 45	1 00	4 20	1 30
10 21	10 27	1 56	4 45	8 15	5 40	11 55	6 00	12 14	1 00	95	95	Whitesboro	Oriskany	Oriskany	6 00	1 45	1 00	4 20	1 30
10 27	10 33	2 01	4 55	8 20	5 40	11 55	6 00	12 14	1 00	99	99	Oriskany	Rome	Rome	5 57	1 45	1 00	4 07	1 10
10 33	10 40	2 06	5 05	8 25	5 40	11 55	6 00	12 14	1 00	102	102	Rome	Green's Corners	Green's Corners	5 46	1 45	1 00	4 00	1 00
10 40	10 45	2 11	5 15	8 30	5 40	11 55	6 00	12 14	1 00	109	109	Green's Corners	Verona	Verona	5 39	1 45	1 00	3 45	12 55
10 45	10 51	2 16	5 25	8 35	5 40	11 55	6 00	12 14	1 00	114	114	Verona			5 31	1 45	1 00	3 34	12 44
11 03	11 12	2 21	5 35	8 45	5 40	11 55	6 00	12 14	1 00	118	118				5 25	1 45	1 00	3 26	12 30
11 12	11 22	2 31	5 45	8 55	5 40	11 55	6 00	12 14	1 00	118	118				5 17	1 45	1 00	3 20	12 30
11 22	11 32	2 41	5 55	9 05	5 40	11 55	6 00	12 14	1 00	118	118				5 05	1 45	1 00	3 14	12 30
11 32	11 42	2 51	6 05	9 15	5 40	11 55	6 00	12 14	1 00	118	118				4 51	1 45	1 00	3 08	12 30
11 42	11 52	3 01	6 15	9 25	5 40	11 55	6 00	12 14	1 00	118	118				4 46	1 45	1 00	3 03	12 30
11 52	12 02	3 11	6 25	9 35	5 40	11 55	6 00	12 14	1 00	118	118				4 41	1 45	1 00	2 58	12 30
12 02	12 12	3 21	6 35	9 45	5 40	11 55	6 00	12 14	1 00	118	118				4 36	1 45	1 00	2 53	12 30
12 12	12 22	3 31	6 45	9 55	5 40	11 55	6 00	12 14	1 00	118	118				4 31	1 45	1 00	2 48	12 30
12 22	12 32	3 41	6 55	10 05	5 40	11 55	6 00	12 14	1 00	118	118				4 26	1 45	1 00	2 43	12 30
12 32	12 42	3 51	7 05	10 15	5 40	11 55	6 00	12 14	1 00	118	118				4 21	1 45	1 00	2 38	12 30
12 42	12 52	4 01	7 15	10 25	5 40	11 55	6 00	12 14	1 00	118	118				4 16	1 45	1 00	2 33	12 30
12 52	13 02	4 11	7 25	10 35	5 40	11 55	6 00	12 14	1 00	118	118				4 11	1 45	1 00	2 28	12 30
13 02	13 12	4 21	7 35	10 45	5 40	11 55	6 00	12 14	1 00	118	118				4 06	1 45	1 00	2 23	12 30
13 12	13 22	4 31	7 45	10 55	5 40	11 55	6 00	12 14	1 00	118	118				4 01	1 45	1 00	2 18	12 30
13 22	13 32	4 41	7 55	11 05	5 40	11 55	6 00	12 14	1 00	118	118				3 56	1 45	1 00	2 13	12 30
13 32	13 42	4 51	8 05	11 15	5 40	11 55	6 00	12 14	1 00	118	118				3 51	1 45	1 00	2 08	12 30
13 42	13 52	5 01	8 15	11 25	5 40	11 55	6 00	12 14	1 00	118	118				3 46	1 45	1 00	2 03	12 30
13 52	14 02	5 11	8 25	11 35	5 40	11 55	6 00	12 14	1 00	118	118				3 41	1 45	1 00	1 58	12 30
14 02	14 12	5 21	8 35	11 45	5 40	11 55	6 00	12 14	1 00	118	118				3 36	1 45	1 00	1 53	12 30
14 12	14 22	5 31	8 45	11 55	5 40	11 55	6 00	12 14	1 00	118	118				3 31	1 45	1 00	1 48	12 30
14 22	14 32	5 41	8 55	12 05	5 40	11 55	6 00	12 14	1 00	118	118				3 26	1 45	1 00	1 43	12 30
14 32	14 42	5 51	9 05	12 15	5 40	11 55	6 00	12 14	1 00	118	118				3 21	1 45	1 00	1 38	12 30
14 42	14 52	6 01	9 15	12 25	5 40	11 55	6 00	12 14	1 00	118	118				3 16	1 45	1 00	1 33	12 30
14 52	15 02	6 11	9 25	12 35	5 40	11 55	6 00	12 14	1 00	118	118				3 11	1 45	1 00	1 28	12 30
15 02	15 12	6 21	9 35	12 45	5 40	11 55	6 00	12 14	1 00	118	118				3 06	1 45	1 00	1 23	12 30
15 12	15 22	6 31	9 45	12 55	5 40	11 55	6 00	12 14	1 00	118	118				3 01	1 45	1 00	1 18	12 30
15 22	15 32	6 41	9 55	1 05	5 40	11 55	6 00	12 14	1 00	118	118				2 56	1 45	1 00	1 13	12 30
15 32	15 42	6 51	10 05	1 15	5 40	11 55	6 00	12 14	1 00	118	118				2 51	1 45	1 00	1 08	12 30
15 42	15 52	7 01	10 15	1 25	5 40	11 55	6 00	12 14	1 00	118	118				2 46	1 45	1 00	1 03	12 30
15 52	16 02	7 11	10 25	1 35	5 40	11 55	6 00	12 14	1 00	118	118				2 41	1 45	1 00	0 58	12 30
16 02	16 12	7 21	10 35	1 45	5 40	11 55	6 00	12 14	1 00	118	118				2 36	1 45	1 00	0 53	12 30
16 12	16 22	7 31	10 45	1 55	5 40	11 55	6 00	12 14	1 00	118	118				2 31	1 45	1 00	0 48	12 30
16 22	16 32	7 41	10 55	2 05	5 40	11 55	6 00	12 14	1 00	118	118				2 26	1 45	1 00	0 43	12 30
16 32	16 42	7 51	11 05	2 15	5 40	11 55	6 00	12 14	1 00	118	118				2 21	1 45	1 00	0 38	12 30
16 42	16 52	8 01	11 15	2 25	5 40	11 55	6 00	12 14	1 00	118	118				2 16	1 45	1 00	0 33	12 30
16 52	17 02	8 11	11 25	2 35	5 40	11 55	6 00	12 14	1 00	118	118				2 11	1 45	1 00	0 28	12 30
17 02	17 12	8 21	11 35	2 45	5 40	11 55	6 00	12 14	1 00	118	118				2 06	1 45	1 00	0 23	12 30
17 12	17 22	8 31	11 45	2 55	5 40	11 55	6 00	12 14	1 00	118	118				2 01	1 45	1 00	0 18	12 30
17 22	17 32	8 41	11 55	3 05	5 40	11 55	6 00	12 14	1 00	118	118				1 56	1 45	1 00	0 13	12 30
17 32	17 42	8 51	12 05	3 15	5 40	11 55	6 00	12 14	1 00	118	118				1 51	1 45	1 00	0 08	12 30
17 42	17 52	9 01	12 15	3 25	5 40	11 55	6 00	12 14	1 00	118	118				1 46	1 45	1 00	0 03	12 30
17 52	18 02	9 11	12 25	3 35	5 40	11 55	6 00	12 14	1 00	118	118				1 41	1 45	1 00	23	12 30
18 02	18 12	9 21	12 35	3 45	5 40	11 55	6 00	12 14	1 00	118	118				1 36	1 45	1 00	18	12 30
18 12	18 22	9 31	12 45	3 55	5 40	11 55	6 00	12 14	1 00	118	118				1 31	1 45	1 00	13	12 30
18 22	18 32	9 41	12 55	4 05	5 40	11 55	6 00	12 14	1 00	118	118				1 26				

10 15 12 33	1 58	2 35	25000	95	Arrive... Utica	Leave	53	5 25	10 00 12 05	4 20	1 20
10 40	1 15	2 35	25000	99	Leave	53	5 25	9 46 11 57	4 07	1 12	
10 40	1 35	2 35	25000	99	Whitesboro	49	5 17	9 39 11 51	4 00	1 06	
10 49	1 45	2 42	2400	102	Oriskany	46	5 12	9 17 11 37	3 45	12 32	
10 55	1 52	2 48	500	109	Rome	38	4 58	9 05 11 28	3 34	12 45	
11 12	2 11	3 02	7 00	114	Green's Corners	34	4 46	8 55 11 20	3 26	12 35	
11 22	2 22	3 10	7 16	118	Verona	30	4 41				
11 30	2 32	3 17	7 32								

April 11, 1889.

11 39	2 43	3 24	7 48	9 29	3 29	250	122	Oneida	26	4 34	8 43 11 14	3 17 12 27
11 45	2 50	3 29	8 00	9 35	3 35	1500	125	Wampsville	23	4 28	8 35 11 04	3 11 12 21
11 50	2 57	3 34	8 10	9 40	3 40	1500	127	Canastota	20	4 23	8 28 11 01	3 06 12 16
11 57	3 05	3 40	8 24	9 47	3 46	1500	131	Ganessaga	17	4 17	8 18 10 55	2 58 12 09
12 03	3 11	3 44	8 34	9 53	3 51	1500	133	Chittenango	14	4 12	8 11 10 51	2 52 12 04
12 12	3 21	3 41	8 50	10 07	3 58	1000	137	Kirkville	19	4 05	8 00 10 44	2 43 11 56
17	3 27	3 55	9 00	10 07	4 03	500	140	Manlius	8	4 00	7 53 10 40	1 38 11 51
12 40	3 55	4 15	9 30	10 30	4 25	30000	148	SYRACUSE	9	3 45	7 30 10 25	2 20 11 35
								ARRIVE				
								DEPART				

BETWEEN ROCHESTER AND SYRACUSE—By Way of Clyde, Lyons, and Palmyra.
H. W. CHITTENDEN, Assistant Superintendent, Syracuse, N. Y.

SYRACUSE TO ROCHESTER.												STATIONS.												ROCHESTER TO SYRACUSE.											
Mail		Mail		Exp.		Exp.		Acc.		Pop'n		M's		DEPART		TRAINS		ARRIVE		M's		Exp.		Exp.		Acc.		Exp.							
A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M				
4 25	7 00	1 10	4 15	4 30	10 30	30000	0	SYRACUSE	ARRIVE	8 11 35	8 15	1 50	10 25	9 50	3 45	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
4 43	7 20	1 32	4 32	4 55	10 55	80	9	Warner's	DEPART	7 11 05	7 40	1 20	10 02	9 20	3 20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
4 48	7 27	1 36	4 35	5 05	11 05	---	12	Canton	ARRIVE	6 11 00	7 35	1 15	9 58	9 10	3 15	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
4 58	7 40	1 48	4 45	5 20	11 15	1400	17	Jordan	DEPART	7 20	1 03	9 50	8 55	3 05	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
5 06	7 50	2 00	4 52	5 33	11 25	500	21	Weedsport	ARRIVE	5 9 40	7 10	12 53	9 40	8 45	2 57	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
5 13	7 58	2 08	4 58	5 45	11 32	1500	24	Port Byron	DEPART	5 6 10 34	7 00	12 49	9 35	8 35	2 52	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
5 27	8 20	2 25	5 11	6 05	11 46	500	31	Savannah	ARRIVE	4 9 10 18	6 40	12 25	9 22	8 20	2 39	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
5 40	8 35	2 40	5 22	6 25	12 00	2000	37	Clyde	DEPART	4 2 10 05	6 25	12 13	9 12	7 45	2 15	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
5 55	9 00	2 57	5 35	6 40	12 15	4000	45	Lyons	ARRIVE	3 5 9 50	6 05	12 00	9 00	7 45	2 15	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
6 05	9 20	3 10	5 50	7 05	12 27	1700	50	Newark	DEPART	3 0 9 40	5 50	11 47	8 48	7 30	2 00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
6 20	9 40	3 29	6 03	7 25	12 43	4000	58	Palmyra	ARRIVE	2 2 9 25	5 30	11 30	8 35	6 55	1 42	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
6 30	9 55	3 40	6 12	7 40	12 54	600	62	Macedon	DEPART	1 8 9 15	5 15	11 20	8 27	6 55	1 28	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
6 45	10 15	3 55	6 26	8 00	1 10	1500	69	Fairport	ARRIVE	1 0 9 00	4 55	11 03	8 13	6 15	1 10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				
7 15	10 45	4 20	6 50	8 25	1 40	52000	80	ROCHESTER	DEPART	0 8 40	4 30	10 40	7 55	6 15	1 10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---				

April 11, 1889.

Passengers change cars at Rochester for the Great Western Railway through Canada to Chicago and the West. Refer to Rochester, Lockport & Niagara Falls R. R. [Continued on next page.]

NEW YORK CENTRAL R. R.—Continued.
BETWEEN ROCHESTER AND SYRACUSE—BY WAY OF AUBURN, GENEVA AND CANANDAIGUA.
H. W. CHITTENDEN, Assistant Superintendent, Syracuse, N. Y.

WESTWARD.										EASTWARD.											
STATION.										STATION.											
TRAINS										TRAINS											
DEPT										DEPT											
ARVE										ARVE											
0	3	8	10	13	17	21	26	29	37	42	46	53	57	65	70	76	81	85	89	96	105
Way Fare about 2 cents a mile.																					
Acc. Exp. Mail Pop'n. c. Mls.										Acc. Exp. Mail Pop'n. c. Mls.											
A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
6 45	12 45	4 20	30000							105	10 15	2 00	11 00								
6 57	12 57	4 35	400							103	10 02	1 48	10 47								
7 07	1 07	4 45	500							98	9 52	1 40	10 37								
7 13	1 13	4 52								92	9 45	1 33	10 30								
7 23	1 25	5 02								88	9 35	1 25	10 20								
7 35	1 37	5 20	200							77	9 12	12 52	9 57								
7 43	1 45	5 35	11800							74	9 00	12 40	9 45								
8 00	2 00	5 45								67	8 45	12 25	9 30								
8 10	2 10	5 45								62	8 30	12 10	9 13								
8 30	2 45	6 25	500							59	8 10	11 50	8 50								
8 50	2 55	6 35	4000							52	8 00	11 40	8 40								
9 00	3 15	6 50	3-000							47	7 45	11 25	8 20								
9 20	3 40	7 10	6000							44	7 25	11 05	7 57								
9 45	3 50	7 20	2000							40	7 15	10 55	7 45								
9 57	4 00	7 35	150							35	7 05	10 45	7 35								
10 10	4 20	7 50								28	6 50	10 30	7 20								
10 30	4 33	8 03								23	6 30	10 15	7 05								
10 42	4 45	8 15	5500							19	6 20	10 05	6 55								
10 55	4 55	8 30	400							13	6 10	9 55	6 40								
11 05	5 15	8 50								8	5 55	9 40	6 25								
11 20	5 45	9 20	52000							0	5 30	9 15	6 00								
11 45	5 45	9 20																			
A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

N. Y. CENTRAL FREE PRESS: 1887.

ERASTUS CORNING, FINEST, ALBANY.

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[illegible]

Connects all RR's departing from N. F. Fare 2 cts mile

Phil. Br. of Phil. & R'ding R.R.—Trains leave:
Station 16th street for Belmont at 8, 9, 10 and 11 A. M., and
1, 2, 3, 4 and 5 P. M.
Belmont for 16th street station at 6 30, 8 30, 9 30, 10 30 and
11 30 A. M., and 1 30, 2 30, 3 30, 4 30, and 5 30 P. M.
Fare, 6 1-4 cents. J. S. SMITH, Supt.

NEW YORK CENTRAL RAILROAD.—Continued.

BETWEEN BUFFALO AND ROCHESTER.

J. COLLAMER, Assistant Superintendent, Western Division.

ROCHESTER TO BUFFALO.										BUFFALO TO ROCHESTER.													
Exp.					Acc. Exp.					Exp.					Acc. Exp.								
A M		P M			A M		P M			A M		P M			A M		P M						
1 40	5 30	7 35	12 15	4 20	6 50	9 20	52000																
1 40	5 30	7 35	12 15	4 20	6 50	9 20	52000																
1 53	5 47	7 50	12 35	4 40	7 02	9 35																	
2 00	5 55	7 57	12 45	4 50	7 08	9 45																	
2 10	6 06	8 05	1 00	5 02	7 14	9 58																	
2 15	6 15	8 11	1 08	5 10	7 19	10 05	250																
2 23	6 25	8 18	1 18	5 18	7 24	10 15	100																
2 30	6 35	8 25	1 30	5 25	7 30	10 25																	
2 45	6 55	8 40	1 55	5 55	7 45	10 45	400																
3 00	7 10	8 55	2 15	6 05	8 00	11 00	3500																
3 10	7 25	9 05	2 30	6 16	8 10	11 15																	
3 18	7 37	9 15	2 45	6 16	8 19	11 27	80																
3 25	7 45	9 23	2 53	6 23	8 25	11 35																	
3 30	7 50	9 27	3 00	6 28	8 30	11 42																	
3 40	8 03	9 37	3 15	6 37	8 40	11 54																	
3 45	8 10	9 45	3 23	6 43	8 45	12 00	6000																
4 00	8 30	10 00	3 45	7 00	9 00	12 20	100000																
								Way Fare about 2 cents a mile.															
Exp.					Acc. Exp.					Exp.					Acc. Exp.								
A M		P M			A M		P M			A M		P M			A M		P M						
DEP'T					AR'VE					DEP'T					AR'VE								
ROCHESTER					BUFFALO					ROCHESTER					BUFFALO								
Coldwater					Churchville					West Bergen					Byron								
Chili					Bergen					Batavia					Crofta								

*Con. Railroads diverging from Troy.
†Con. Canandaigua & Elmira R.R.
**Steamboats from Troy.
††Junc. of Black Riv. & Utica R.R.
‡Junc. Watertown & Rome R.R.
§Junc. Buff. Corning & N. Y. R.R.
§§Con. Del., Lacka. & West'n R.R.

*Con. Railroads diverging from Troy.
†Connects with Rochester, Lockport, and Niagara Falls R.R.
††Crossing of Canada. & N. F. R.R.
‡Junc. Syr.; Bing. & N. Y. R.R.
§§Con all Railroads diverging from Buffalo.

*June of Sar. & Schenectady R. R.
†Junc. of Sar. & L. Ontario R.R. diverges.
‡Rochester and Syracuse R.R.
§Junc. of Oswego & Syracuse R.R.
††Albaca Branch R.R.
‡Steamboats from Buffalo.

HUDSON RIVER RAILROAD.

HUDSON RIVER
...-s Snow Pra. New York City. A. F. SMITH, Supt., N. Y. City. CHAS. H. HENDRICK, Ticket Agt., N. Y. City.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO ALBANY AND TROY.										TROY AND ALBANY TO NEW YORK.														
Way					Pass.					Exp.					Pass.					Exp.				
M		A		M		A		M		A		M		A		M		A		M		A		
Way	Exp.	Mail.	Pass.	Exp.	Mail.	Pass.	Way	Exp.	Mail.	Pass.	Way	Exp.	Mail.	Pass.	Way	Exp.	Mail.	Pass.	Way	Exp.	Mail.	Pass.		
6 45	8 00	11 15	3 15	4 30	5 00	6 30	7 00	7 08	7 13	7 18	7 23	7 28	7 33	7 38	7 43	7 48	7 53	7 58	8 03	8 08	8 13	8 18		
7 15	8 25	11 40	3 40	5 00	5 30	7 00	7 08	7 13	7 18	7 23	7 28	7 33	7 38	7 43	7 48	7 53	7 58	8 03	8 08	8 13	8 18			
7 23	8 33	11 48	3 48	5 08	5 38	7 08	7 16	7 21	7 26	7 31	7 36	7 41	7 46	7 51	7 56	8 01	8 06	8 11	8 16	8 21	8 26			
7 30	8 40	11 55	3 55	5 10	5 40	7 10	7 18	7 23	7 28	7 33	7 38	7 43	7 48	7 53	7 58	8 03	8 08	8 13	8 18	8 23	8 28			
8 05	9 15	12 13	4 13	5 20	5 50	7 20	7 28	7 33	7 38	7 43	7 48	7 53	7 58	8 03	8 08	8 13	8 18	8 23	8 28	8 33	8 38			
8 21	9 31	12 25	4 25	5 30	6 00	7 30	7 38	7 43	7 48	7 53	7 58	8 03	8 08	8 13	8 18	8 23	8 28	8 33	8 38	8 43	8 48			
8 34	9 44	12 35	4 35	5 40	6 10	7 40	7 48	7 53	7 58	8 03	8 08	8 13	8 18	8 23	8 28	8 33	8 38	8 43	8 48	8 53	8 58			
8 46	9 56	12 47	4 47	5 50	6 20	7 50	7 58	8 03	8 08	8 13	8 18	8 23	8 28	8 33	8 38	8 43	8 48	8 53	8 58	9 03	9 08			
9 15	10 25	1 12	5 15	6 35	7 05	8 35	8 43	8 48	8 53	8 58	9 03	9 08	9 13	9 18	9 23	9 28	9 33	9 38	9 43	9 48	9 53			
9 34	10 44	1 30	5 34	6 54	7 24	8 54	9 02	9 07	9 12	9 17	9 22	9 27	9 32	9 37	9 42	9 47	9 52	9 57	10 02	10 07	10 12			
9 41	10 51	1 36	5 41	7 01	7 31	9 01	9 09	9 14	9 19	9 24	9 29	9 34	9 39	9 44	9 49	9 54	9 59	10 04	10 09	10 14	10 19			
9 54	11 04	1 49	5 54	7 14	7 44	9 14	9 22	9 27	9 32	9 37	9 42	9 47	9 52	9 57	10 02	10 07	10 12	10 17	10 22	10 27	10 32			
10 11	11 21	2 01	6 01	7 21	7 51	9 21	9 29	9 34	9 39	9 44	9 49	9 54	9 59	10 04	10 09	10 14	10 19	10 24	10 29	10 34	10 39			
10 30	11 40	2 28	6 28	7 48	8 18	9 48	9 56	10 01	10 06	10 11	10 16	10 21	10 26	10 31	10 36	10 41	10 46	10 51	10 56	11 01	11 06			
		2 40	6 40	8 00	8 30	10 00	10 08	10 13	10 18	10 23	10 28	10 33	10 38	10 43	10 48	10 53	10 58	11 03	11 08	11 13	11 18			
		2 49	6 49	8 09	8 39	10 09	10 17	10 22	10 27	10 32	10 37	10 42	10 47	10 52	10 57	11 02	11 07	11 12	11 17	11 22	11 27			

WATERTOWN & ROME RAILROAD.

W. C. PIERREPONT, Pres., Pierrepont Manor. CARLOS DUTTON, Supt. Watertown

Please inform the Publisher, for correction, if any errors are found in this Guide.

ROME TO CAPE VINCENT.				STATIONS		CAPE VIN TO ROME.			
Mail.	Exp.	Pop'n	\$ c. M.	DEPT	ARRIVE	Ms	\$ c.	Mail.	Exp
3 40	7 15	12500	0 0	ROME*	97 2 80	11 35	12 30		
4 04	7 40	33	11	Taberg	86 2 58	11 35	12 00		
4 10	7 46	27	12	McConnellsville...	84 2 45	10 57	11 54		
4 22	8 00	2320	52 18	Camden	79 2 38	10 42	11 41		
4 34	8 15	67	23	West Camden	74 2 14	10 27	11 27		
4 35	8 30	1121	81 28	Williamstown	69 2 00	10 12	11 14		
4 56	8 40	90	31	Kascoag	66 1 91	10 00	11 08		
5 11	8 58	2010	1 07	Albion	60 1 74	9 41	10 57		
5 23	9 20	4500	1 22	Richland	55 1 39	9 28	10 32		
5 35	9 40	2456	1 36	Sandy Hill	50 1 45	9 11	10 19		
5 47	9 54	1 50	52	Manneville	45 1 30	8 56	10 06		
5 57	10 10	1 56	54	Pierrepont Manor	43 1	8 50	10 00		
6 09	10 24	3106	1 70	Adams	38 1	8 25	9 42		
6 18	10 36	1 30	62	Adams Center	25 1 00	8 16	9 32		
6 42	11 00	8000	2 08	Watertown	25	7 50	9 10		
6 52	11 12	4282	2 20	Brownville	21	62	7 29	8 53	
7 02	11 23	2 31	80	Limerick	17	49	7 17	8 43	
7 16	11 38	2 49	86	Chaumont	11	32	6 59	8 28	
7 26	11 46	2 57	89	Three Mile Bay	8	23	6 50	8 20	
7 45	12 04	3044	2 80	CAPE VINCENT	0	0	6 30	8 00	
P M	P M			ARRIVE	DEPART		A M	P M	

*Join. with New York Central Rl.
*Con. with Erie Canal.
†Ju. Sackett's Harbor & Ellisburg RR.
†Con. with Potsdam & Watertown R. R.
†Steamboats to Oswego, Niagara, Toronto, Ogdensburg, and Mont. al. †Stages to Oswego.

CORNING & BLOSSBURG & TIOGA RAILROADS.

C. & B. R. R.--JOHN MAGEE, Pres., Bath, N. Y.; Tioga R. R.--J. W. RYERS, Pres., Philadelphia, Pa.; L. H. SHATTUCK, Supt. Corning, N. Y.

CORNING TO BLOSSBURG				STATIONS		BLOSSBURG TO COR			
Mail.	Pop'n	\$ c.	M.	DEPART	ARRIVE	Ms.	\$ c.	Mail	P M
7 30	6000	0 0	0	CORNING*	51 1 25				6 05
8 00	25	8		Adams Center	35 1 00				5 32
8 10				Cook's Turnout	30				5 20
8 15	686	40	12	Lindley	29	90			5 15
8 32	494	45	15	Lawrenceville	26	80			5 03
8 42				Somers' Lane	24	75			4 52
8 53				Mitchell's Creek	21	65			4 38
9 02	1157	65	21	Tioga Old Station	20	60			4 32
9 25				Berry's Bridge	18	55			4 22
9 35				Mill Creek	16	50			4 00
10 00				Mansfield	10	30			3 35
10 25	1162	1 10	36	Covington	5	5			3 10
10 45	1000	1 25	41	BLOSSBURG	0	0			2 50
A M				ARRIVE	DEPART				P M

* Connects with N. Y. & Erie R.R., and Buff., Cor. & N. Y. R.R.

BLACK RIVER AND UTICA RAILROAD.

A. HUBBELL, Pres., Utica, N. Y.

WM. HOOBY, Supt., Utica, N. Y.

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UTICA TO CLAYTON.

Acco.	Mail	Exp.	Pop.	Mile
P M A M	A M			
4 40	11 25	8 00	25000	0
4 56	11 12		1857	6
5 06	11 56	8 25		10
5 12	12 05	8 30	500	12
5 25	12 22	8 40	3540	16
5 52	12 53		2407	21
6 40	1 40		700	35
			1826	44
			2387	58
			1951	79
				86
				101
			4191	109

P M P M A M

STATIONS.

TRAINS.	DEPART	AR'VE
UTICA*		
Marcy		
Stittsville		
Holland Patent		
Trenton		
Rensselaer		
Boonville		
Collier		
Turner		
Lowville		
Carthage		
Philadelphiat		
Lafayetteville		
CLAYTON†		

AR'VE DEPART

CLAYTON TO UTICA.

Mile	Exp.	Mail	Pop.	Acco.
109	1	10 00		4 45
103		9 45		4 10
99		30	1 55	3 55
97		22	50	3 45
93		8 10	1 40	3 35
87	50	8 45		2 55
74		8 00		2 27
64				
52				
60				
35				
22				
7				
0				

A M P M

*Connects with N. Y. & O. R.R.

†Ogdensburg Branch diverges. 4000. by steambosst with Grand Trunk R.R.

POTSDAM & WATERTOWN RAILROAD.

EDWIN DODGE, Pres., Gouverneur, N. Y. GEO. B. PHELPS, Supt., Watertown, N. Y.

WATERTOWN TO POTSDAM.

Acco.	Mail	Pop.	Mile
P M A M			
6 40	11 00		0
6 45	11 07	8000	16
7 06	11 28		33
7 18	11 38		55
7 37	11 59	1915	70
7 57	12 17	3665	88
8 12	12 31		1 08
8 36	1 00	2793	1 32
8 58	1 35		1 56
9 24	2 20	1960	1 59
9 45	2 55	4685	2 00
10 15	3 45	5389	2 20
10 00	4 15		

A M P M

STATIONS.

TRAINS.	DEPART	AR'VE
Watertown		
Watertown		
Sanford's Corners		
Evans' Mill		
Philadelphiat		
Antwerp		
Keene's		
Gouverneur		
Richville		
Hermion		
Canton		
Potsdam		
Potsdam Junction†		

AR'VE DEPART

POTSDAM TO WATERTOWN.

Mile	Exp.	Mail	Pop.	Acco.
Mile				
76	2 30	5 45	9 10	
75		5 45	9 05	
70		4 45	8 47	
65		4 23	8 34	
60		4 00	9 15	
55		3 30	7 49	
47		3 45	7 23	
40		3 45	7 00	
32		1 35	6 37	
24		1 00	6 17	
17		12 10	5 47	
6		0 11 15	5 30	
0				

A M P M

*Connects with Wat'n and Rome R.R.
†Crossing of Black R. and Utica Railroad, above.
†Connects with North'n R.R.

Watertown and Saratoga Local Trains.—Trains leave:

Albany for Saratoga Junction at 10 30 A.M. Saratoga Junction for Albany at 4 15 P.M.

Albany for Watertown at 7, 8 20 and 11 20 A.M., 1 00, 2 45, 3 30 and 6 P.M.

Watertown for Albany at 7 45, and 10 05 A.M., and 12 15, 1 45, 3 35, 5 18, and 6 50 P.M.

NEW YORK CENTRAL R. R.—BATAVIA & ATTICA BRANCH.—Trains leave: Attica at 7 47 a.m. & 1 00 & 4 00 p.m.—Arrive at Batavia at 8 15 a.m. & 1 50 & 4 30 p.m. Leave Batavia at 8 40 a.m. & 2 00 & 5 40 p.m.—Arrive at Attica at 9 10 a.m. & 3 0 & 6 10 p.m.—[April 4.]

J. D. TURNER, Conductor.

NORTHERN—Ogdensburg—RAILROAD.

WILLIAM A. WHEELER, Pres., Boston.

GEO. N. HOYLE, Supt., Malone, N. Y.

Please inform the publisher for correction, if any errors are found in this Guide.

ROUSE'S P'T TO OGDENSBURG.					STATIONS.		OGDENSBURG TO R. POINT			
Pass	Pass.	Pop'n.	\$ c.	Mls	TRAINS.		Ms	\$ c.	Pass	Pass
P M	P M				DEPART	AR'VE			P M	P M
12 30	6 30	500	0	0	ROUSE'S POINT*	118	3 50	1 45	11 15	
12 16	6 43	5067	15	4	Champlain	113	3 50	4 31		
1 16	7 03	1000	40	12	Moor's†	106	3 50	4 11		
s	s	100	50	15	Centreville	103	3 50	s		
s	s		70	23	Chazy	75	3 35	s		
s	s	1503	95	29	Ellenburg	89	3 10	s		
s	s		1 00	30	Brandy Brook	88	3 00	s		
s	s		1 25	37	Summit	81	2 75	s		
3 23	8 32	3728	1 55	46	Chateaugay	72	2 50	2 39	9 15	
s	s		1 70	49	Burke	69	2 35	s		
3 58	9 06	4550	1 95	57	Malone	61	2 10	2 00	8 43	
4 15	9 22	2159	2 15	63	Bangor	55	1 90	12 50	8 26	
4 30	9 38		2 35	68	Brush's Mills	49	1 70	12 35	8 12	
s	s	1340	2 45	71	Moira	47	1 60	s		
5 53	10 00		2 65	77	Lawrence	41	1 40	12 10	7 45	
5 08	10 15				Brasher's Falls	35				
s	s	3666	2 85	82	Stockholm	1	20	11 55	7 23	
s	s		3 10	85	Knapp's	28	95	s		
5 40	10 45	5349	3 20	94	Potsdam Junc†	25	86	11 23	7 00	
6 00	11 03	4856	3 45	101	Madrid	17	60	11 03	6 43	
s	s	5295	3 50	109	Lisbon	9	20	s		
6 45	11 45	7557	3 50	118	OGDENSBURG||	0	0	10 20	6 00	
P M	A M				AR'VE	DEPART			A M	P M

*Con. with Mont.
with Platts. & M. R.R.,
||With Ottawa & P. R.
†Con. with Vt. and Can. RR.
and Champ. RR.
*Con. with Pottis'm & W. R.
†Con. with Little Schuylkill RR.

QUAKAKE RAILROAD.

CHAS. HARTSHORN, Pres., Phil. H. A. FONDA, Supt., Williamsport, Pa.

WILL'PORT TO M. CHUNK					STATIONS.		MAUCHUNK TO .			
Pass	Pass.	Pop'n.	\$ c.	Ml.	TRAINS.		ML.	\$ c.	Pass.	Pass.
A M	A M				DEP'T	AR'VE			A M	A M
9 20	4 45	3500	0	0	Williamsport*	123			5 10	12 50
11 45	5 45	1143	1 50	52	Catawissa	61			2 50	10 35
2 00	8 00		2 50	87	Summit Station†	26			1 00	8 45
s	s			111	Beaver Meadow†	12			s	s
s	s				Penn Haven				s	s
3 45	9 45	3500		123	Mauch Chunk¶	9			10 15	6 50
P M	A M				AR'VE	DEPART			A M	P M

*Connects with Sunbury and Erie RR. *Connects with Williamsport and Elmira RR. †Junc. Cata, Wil. and Erie RR. †Con. with Little Schuylkill RR. ‡Junc. Beaver Meadow RR. ¶Con. with Lehigh Valley RR.

MONTREAL & CHAMPLAIN RAILROAD.

JOHN OSTELL, Pres., WM. MOLSEN, V. Pres., and W. A. MERRY, Sec., Montreal.

Please inform the Publisher, for correction, if any errors are found this Guide.

ROUSE'S POINT TO MONTREAL.						STATIONS.		MONTREAL TO R. P'T		
Exp.	Mxd.	Exp.	Pop'n	\$	c. M	DEP'T	AR'VE	M Exp.	Exp.	Mxd
P M	P M	A M						A M	P M	P M
12 30	7 00	500	0 0			ROUSE'S POINT*	44	4 15	8 00	
12 50	8 15	500	25 6			Lacolle	38	3 57	7 38	
1 05	7 30	100	50 10			Stott's	34	3 45	7 20	
1 27	7 45		75 17			Grand Ligne	27	3 30	6 55	
2 00	8 10	4500	1 00 23			St. John's	21	3 10	6 20	
2 18	8 25	300	1 25 29			L'Acadie	15	2 50	5 55	
2 30	8 45		1 50 33			Junction	11	2 35	5 40	
3 20	9 05	600	1 75 43			St. Lambert	1	2 50	5 00	
4 00	9 15	75000	2 00 44			MONTREAL†	0	2 00	4 30	
P M	P M	A M				AR'VE	DEP'T	A M	P M	P M

*Connects with Vermont & Canada RR. and Northern Ogdensburg.
†Junc. Mont. & N. Y. RR. and connects with Grand Trunk RR.

PLATTSBURG & MONTREAL R. R.

M. K. PLATT, Lessee, Plattsburg, N. Y. J. DODSWORTH, Supt., Montreal.

PLATTSBURG TO MONTREAL					STATIONS.		MON. to PLATTSB'G			& c.
Exp.	Mail.	Pop'n.	\$	c. M	DEP'T	AR'VE	M	Exp.	Mail.	
A M	P M							P M	A M	
5 30	1 00	5000	31 0		PLATTSBURG	62	2 10	6 20	8 15	
		700	40 5		Beekmantown	57				
6 00	1 40	350	50 10		West Chazy	52		5 50	7 38	
			60 15		Sciota	47				
6 28	2 30		20		MOORE'S*	1	42	5 15	6 50	
6 33	4 18		26					6 45		
6 45	4 35	1000	20		Hemingford	36		5 03		
			32		Johnson's	32				
7 05	4 54	1000	37		Sherrington	30		4 50		
			41		La Pigeonere	25				
7 40	5 21	480	47		St. Remi	21		4 30		
		200	52		St. Isidore	15				
8 20	5 50	1:00	54		Caugnawaga	10		4 10		
9 00	6 30	2500	54		Lachine†	8		3 50		
9 20	6 30	75000	62		MONTREAL†	0		3 30		
A M	A M				AR'VE	DEP'T		B M		

LACHINE AND MONTREAL LOCAL TRAINS.—Trains (via Lachine R. R.)

leave:

Montreal at 8 00 & 10 00 A. M., and 4 00 P. M.

Lachine at 9 00 & 11 00 A. M., and 5 00 P. M.

Distance, 8 miles. Fare, 25 cents.

*Con. Northern Ogdensburg road.
†Steamboat to Kingston & Toronto, & c.
†Ferry to Caugnawaga.
†Connects Grand Trunk RR.
†Steamboat from Montreal in summer.

GRAND TRUNK R. R.—Quebec & Richmond Dists.

GEO. REITH, Gen. Manager Montreal, C. E. WM. ATKINS, Supt., Quebec, C. E.
JAMES HARDMAN, Gen. Agent, Montreal.

Please inform the publisher, for correction, if any errors are found in this Guide.

MONTREAL TO QUEBEC.				STATIONS.		QUEBEC TO MONTREAL.			
Pass	Pop'n	\$ c.	Mls.	TRAINS.		Mls	\$ c.	*Mail	
A M				DEP'T	AR'VE				P M
	75000	0		MONTREAL....		1 68	6 00	3 15	
8 30	3000			Longueuil....		96		11 45	
11 50	2200			Richmond....		84		11 12	
12 23	250		12	Danville....		72		10 38	
12 56	300		24	Warwick....		64		10 15	
1 20	130		32	Arthabaska....		55		9 50	
1 45			41	Stantford....		49		9 33	
2 00			47	Somerset....		41		9 10	
2 23	1000		55	Becancour....		29		8 37	
2 56			67	Methots Mills....		20		8 13	
3 21			76	Black River....		15		8 00	
3 35			81	Craig's Road....		9		7 45	
3 51			87	Chaudiere....		8		7 42	
3 54			88	Chaudiere Junc....		0		7 15	
4 20	4500	600	96	POINT LEVI....					
P M				AR'VE	DEP'T				A M

*This Train Con. with the Night Mail Train for Toronto, Hamilton, and the West, leaving Point St. Charles at 5 30 p. m.
†Junc. St. Thomas Branch.
§Steamers from Quebec in summer.
April 11.

GRAND TRUNK R. R.—St. Thomas Branch.

GEO. REITH, Gen. Manager, Montreal, C. E. WM. ATKINS, Supt., Quebec, C. E.
JAMES HARDMAN, Gen. Agent, Montreal.

QUEBEC TO ST. THOMAS.				STATIONS.		ST. THOMAS TO QUEBEC.			
Mxd	Pop'n	\$ c.	Mls.	TRAINS.		Mls	\$ c.	Mxd	
P M				DEP'T	AR'VE				A M
3 15			0	POINT LEVI*....		49 1 25	8 15		
3 54	4500		8	Chaudiere Junc†....		41	7 42		
4 21	3200		17	St. Henry....		32	7 15		
4 45	2350		25	St. Charles....		24	6 51		
5 00	2750		31	St. Michael....		18	6 33		
5 30	1500		40	Berthier....		9	6 07		
5 57		1 25	49	St. Thomas....		0	5 40		
P M				AR'VE	DEP'T				A M

April 11
*Steamers from Quebec
†Junc. with Quebec,
Div. above.

ERIE AND ONTARIO RAILROAD.

This road is closed during the winter months.—Will open 15th March or 1st April.

CHIPPAWA TO NIAGARA.					STATIONS.		NIAG'A TO CHIPPA.			
Pass.	Pass.	Mail.	Pop'n	\$ c. M	TRAINS.		M	Mail.	Pass.	Pass.
P M	P M	A M			DEP'T	AR'VE		A M	P M	P M
			1580	0 0	Chippawa*....		17			
				10 3	Clifton House....		14			
			3000	25 5	Suspension Bridge†....		12			
			4000	20 7	Stamford Junc†....		10			
			600	30 10	Queenston....		7			
			3500	50 17	Niagara†....		0			
P M	P M	P M			AR'VE	DEP'T		A M	P M	P M

*Steamboat to Buffalo. †Junc'n G W R. ‡Steamboat to & from Toronto

*RAILROADS DEPARTING FROM PORTLAND.—Androscoggin and Kennebec, Boston and Maine; Grand Trunk; Kennebec and Portland, and Bath Branch; Portland, Saco and Portsmouth. †Ju. Kennebec & Portland RR. ‡Ju. Ans. & Kenn. RR. §Ju. Bukland Br. ¶Ju. of Quebec RR.

JOHN BOXALL,

IMPORTER OF

HOT AIR FURNACES

Stoves, Registers, &c.

ALSO, MANUFACTURES ALL KINDS OF

COPPER, TIN AND SHEET IRON WARE

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January, 1859.

ROYAL LYCEUM THEATER,
TORONTO,
KING STREET WEST

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With appropriate Scenery, Costumes and Appointments, equal to any
 out of New York, Philadelphia or Boston.

Boxes, 50 Cts. Pit and Upper Boxes, 25 Cts.

January, 1859.

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G. TRUNK R.R.—Montreal and Toronto District.

GEO. REITH, Gen. Man'r. Montreal. S. T. WEBSTER, Sup't Montreal and Kingston Dist., Montreal; J. S. MARTIN, Sup't Toronto and Kingston Dist., Toronto.
JAS. HARDMAN, Gen. Agent, Montreal

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MONT'L TO TORONTO.					STATIONS.		TORONTO TO MONT'L			
Exp.	Mail	Mxd.	Pop'n.	Mls	TRAINS		Mls	Exp.	Mail	Mxd
A M	P M	A M			DEPART	ARRIVE		P M	A M	P M
7 00	7 30	9 30	75000	0	 MONTREAL*	333	9 45	9 15	5 30	
.....	.....	.....	.....	6	 Blue Bonnets	328	.....	.....	.....	.....
.....	8 17	10 42	1500	15	 Pointe Claire	313	.....	8 27	4 27	
.....	8 37	11 10	470	21	 St. Anne's	312	.....	8 08	4 02	
7 58	8 47	11 24	500	24	 Vaudreuil	309	8 47	7 58	3 50	
8 30	9 24	12 25	600	37	 Coteau Landing	296	8 15	7 16	2 55	
.....	9 44	12 58	200	44	 R. Boudette	289	.....	6 55	2 26	
9 10	10 12	1 45	350	54	 Lancaster	279	7 34	6 25	1 45	
9 26	10 30	2 13	.....	60	 Summerstown	273	7 19	6 06	1 20	
9 45	10 53	2 50	25000	68	 Cornwall	265	6 45	5 27	12 35	
10 06	11 22	3 24	100	73	 Moulinette	260	6 34	5 13	12 12	
10 16	11 33	3 44	500	77	 Dickinson's Landing	256	6 25	5 02	11 5	
10 53	12 16	4 58	175	92	 Williamsburg	241	5 50	4 14	10 3	
11 09	12 36	5 32	.....	99	 Matilda	234	5 32	3 55	10 20	
11 21	.....	5 54	150	104	 Edwardsburg	229	5 22	.....	9 58	
11 40	.....	6 25	.....	112	 Prescott Junc.†	221	5 05	.....	9 20	
11 45	1 15	7 09	4000	113	 Prescott	220	5 00	3 20	8 40	
12 01	1 45	7 28	150	120	 Maitland	213	4 43	.....	8 19	
12 15	.....	7 50	5000	125	 BROCKVILLE	208	4 28	2 47	7 50	
12 49	2 18	8 45	200	137	 Mallorytown	196	4 00	2 18	6 54	
1 10	.....	9 22	100	146	 Lansdowne	187	3 40	.....	6 08	
1 32	2 56	10 00	1600	155	 Gananoque	178	3 19	1 32	5 25	
2 15	3 40	11 15	13000	173	 Kingston	160	2 15	12 30	11 20	
3 32	4 50	5 50	2000	199	 Napanee	134	1 14	11 23	9 17	
3 49	.....	6 25	.....	209	 Tyondonag	124	12 54	.....	8 40	
4 17	5 38	7 20	7000	220	 Belleville	113	12 18	10 24	7 35	
4 48	6 10	8 20	1600	232	 Trenton	101	11 50	9 54	6 42	
5 10	6 33	9 05	1500	242	 Brighton	81	11 25	9 29	5 57	
5 26	6 49	9 35	1100	249	 Colborne	84	11 10	9 11	5 26	
5 57	7 20	10 35	7000	263	 Cobourg†	70	10 25	8 20	4 20	
6 27	7 52	11 18	5000	271	 Port Hope|| .....	62	10 09	8 02	3 50	
6 50	8 14	12 05	.....	280	 Newtonville	53	9 46	7 37	3 04	
7 03	8 27	12 31	1250	286	 Newcastle	47	9 32	7 22	2 37	
7 3	8 58	1 35	3000	300	 Oshawa	33	8 58	6 46	1 35	
7 45	9 11	1 57	3500	304	 Port Whitby	29	8 48	6 35	1 17	
.....	9 33	2 37	.....	312	 Frenchman's Bay	21	.....	6 14	12 43	
8 12	9 44	2 57	30	316	 Port Union	17	.....	6 04	12 24	
.....	9 54	3 16	60	320	 Scarboro'	13	.....	5 49	12 07	
8 50	10 30	4 20	.....	.....	..... Don .....	.....	7 40	5 20	11 10	
9 00	10 40	4 30	65000	333	 Toronto§	0	7 30	5 10	11 00	
P M	A M	P M			ARRIVE	DEPART		A M	P M	A M

† All Trains of G. Trunk; G't West.; O., Sim. & H. R. R.s, arrive and depart from Union Station, Toronto. Trains daily run by Montreal time

CITY HOTEL,

N. SMITH, Proprietor.

Corner of Dundas and Talbot Streets,

LONDON, C. W.

January 1, 1869.

NEWBIGGING HOUSE,

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TORONTO.

January, 1869—y1

W. NEWBIGGING.

W. E. TUNIS,

WHOLESALE

NEWS AGENT,

OFFICE ON

Great Western Railway Depot Grounds,

CLIFTON, C. W.

GR.
Geo.

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GRAND TRUNK R. R. TORONTO & LONDON DIV.

GEO. REITH, Gen. Supt., Montreal, C. E. C. R. CHRISTIE, Supt. Toronto.
JAS. HARDMAN, Gen. Agent, Montreal.

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TORONTO TO LONDON.						STATIONS.		LONDON TO TORONTO.			
Pass.	Pass.	Exp.	Pop n.	\$ c	Ml.	TRAINS		Mls	Pass.	Pass.	Exp.
A M	P M	A M				DEPART	ARRIVE		A M	P M	P M
7 30	3 50	April 11, 1859.	65000	0	0	... TORONTO*	120	11 50	4 45		
8 00	4 18		800	...	9	... Weston	111	11 25	4 18		
8 18	4 35		500	...	16	... Malton	104	11 09	4 02		
8 32	4 49		2000	...	22	... Brampton	98	10 55	3 48		
8 52	5 10		12000	...	30	... Georgetown	90	10 35	3 27		
9 12	5 27		500	...	36	... Acton	84	10 17	3 09		
9 26	5 41		400	...	42	... Rockwood	78	10 03	2 55		
9 45	6 00		4500	...	50	... Guelph†	70	9 45	2 38		
10 07	6 23		125	...	59	... Breslau	61	9 21	2 15		
10 20	6 37		100	...	64	... Berlin	56	9 09	2 03		
10 34	6 51		350	...	70	... Petersburg	50	8 55	1 49		
10 42	7 00		150	...	73	... Baden	47	8 48	1 42		
10 50	7 08			...	76	... Hamburg	44	8 40	1 34		
11 07	7 25		500	...	83	... Shakspeare	37	8 24	1 18		
11 21	7 40		3500	...	89	... Stratford†	31	8 00	1 04		
11 45	8 06		2500	...	99	... St. Mary's	21	7 46	12 40		
12 13	8 35			...	110	... Thornedale	10	7 18	12 13		
12 40	9 00		16000	...	120	... London||	0	6 50	11 45		
			3000	...	230	... Windsor					
			60000	...	231	... DETROIT					
P M	P M	P M				ARRIVE	DEPART	A M	A M	A M	

Trains run by Toronto time.

†Con. of Guelph Branch R. R. †Cross of Buff. and Lake Huron R. R.
||Junc. of London and Port Stanley R. R. *Connects with all Railroads
departing from Toronto.

☞ Trains of Grand Trunk, Great Western, and Ont. Sim. & Huron
R. R.'s, arrive at and depart from the Union Station, Toronto.

LONDON AND PORT STANLEY RAILROAD.

L. LAWRENCE, Pres., London C. W. W. BOWMAN, Supt., London, C. W.

LONDON TO PORT STANLEY.						STATIONS.		PORT STANLEY TO LONDON			
Pass.	Pass.	Pop'n.	\$ c	Mls		TRAINS		Mls	\$ c	Pass.	Pass.
A M	P M					DEPART	ARRIVE			A M	P M
7 30	3 00	16000		...	...	... LONDON*	24	10 45	6 35		
7 50	3 20			...	...	... Westminster Nor.	18	10 25	6 15		
8 00	3 30			6	...	... Westminster Sou.	15	10 15	6 05		
8 10	3 40			9	...	... Yarmouth	12	10 05	5 55		
8 20	3 50	3000		12	...	... A. St. Thomas Dp	9	9 55	5 45		
8 25	3 55			15	...	... D'pt do Arr.	5	9 50	5 38		
8 35	4 05				...	... Hart'	3	9 40	5 30		
8 42	4 12	300		19	...	... Union	0	9 35	5 23		
8 50	4 20	100		21	...	... PORT STANLEY		9 30	5 15		
A M	P M					ARRIVE	DEPART	A M	P M		

*Con. with Sarnia Ex. of
G. W. R. R. and G. T. R. R.
Junction of G. W. R. R.

COBOURG & PETERBORO' RAILROAD.

H. COVERT, Pres., Cobourg, Can. W. JAMES R. BARBER, Supt., Cobourg

COBOURG TO PETERBORO.					STATIONS.		P T B'RO TO COB'.			
Pass.	Pass.	Pop'n.	\$ c	Mis	TRAINS.		Mls	\$ c	Pass.	Pass
Frg't Train leaves Cobourg at 8 00 A. M.	Frg't Train arrives Peterboro' 10 30 A. M.	4 500	0	0	DEP'T	AR'VE	28	100	Pe-	
		300	25	5	.....	COBOURG*	23	87	bor-	
		37	10		.....	Baltimore	18	75	at	
		50	15		.....	Braden's	13	62	12 30 P. M.	
		62	18		.....	Harwood	10	50	Frg't Train leaves Pe-	
		400	75	21	.....	Indian Village	7	25	terboro at 12 30 P. M.	
		87	25		.....	Keene	3	15	Frg't Train arrives at	
		6000	100	38	.....	Morgan's	0	0	Cobourg 3 90 P. M.	
					AR'VE	DEP'T				

*Connects Grand Trunk. *Steamers to Rochester and Oswego in summer.

PORT HOPE, LINDSAY & BEAVERTON R. R.

D. McLEOD, Gen. Manager, Port Hope, Can. W. A. T. WILLIAMS, Supt.

PORT HOPE TO LINDSAY.				STATIONS.		LINDSAY TO PORT H.			
Acc.	Pass.	Pop'n.	Mls	TRAINS.		Mls	Acc.	Mail.	
P M	P M			DEP'T	AR'VE		P M	P M	
	3 20	5000	0	.....	PORT HOPE*	79	1 30		
		100	9	.....	Perrytown	67			
		375	18	.....	Millbrook	58			
			25	.....	Manvers	51			
		400	33	.....	Omamee	43			
	7 00	800	43	.....	Lindsay†	33	9 50		(Jan. 24.)
			56	.....	Monticella	20			
		500	76	.....	BEAVERTON	0			
P M	P M			AR'VE	DEP'T		A M	P M	

*Steamers to all Lake Ports during the running season. *Jct. with Grand Trunk. †Stages from Lindsay.

PETERBORO SECTION.—Leave Port Hope at 11 A. M.—arrive at Peterboro' at 12 50 P. M. Leave Peterboro' at 4 00 P. M.—arrive at Port Hope at 5 50 P. M.

RAILROADS DEPARTING FROM NIAGARA FALLS.—Rochester, Lockport and Niagara Falls; Canandaigua and Niagara Falls; Buffalo and Niagara Falls; Great Western (Canada); Erie and Ontario.

RAILROADS DEPARTING FROM BUFFALO.—New York Central; Buffalo, New York and Erie, Buffalo, New York and Erie, and Genesee Valley; Buffalo and State Line; Buffalo Niagara Falls and Lewiston; Lockport and Buffalo; Buffalo and Lake Huron.

OTTAWA & PRESCOTT RAILROAD.

ROBERT BELL, Pres., Ottawa, C. W.; BENJ. FRENCH, Jr., Supt., Prescott, C. W.; J. S. ARCHIBALD, V. Pres., Heck's Corners.

PRESCOTT TO OTTAWA.					STATIONS.		OTTAWA TO PRESCOTT.				
Mail.	Acc.	Pop'n.	\$ c.	M.	TRAINS		M.	\$ c.	Mail.	Acc.	with Northern Ogd'n'sb. RR. *Conn. with Grand Trunk RR.
A M	P M				DEPART	AR'VE			P M	A M	
11 45	5 00	4000	0	0	PRESCOTT*	54 1 75	5 10	9 25			*Connects (by ferry) with Northern Ogd'n'sb. RR. *Conn. with Grand Trunk RR. April 11.
11 50	5 20		2		Junction	52	5 00	9 15			
12 08	5 45	250	25	9	Spencerville	45 1 50	4 42	8 50			
12 30	6 10		50	17	Oxford	37 1 25	4 20	8 25			
12 45	6 35	1200	75	23	Kemptville	31 1 00	4 05	7 55			
1 07	7 10		1	12 37	Osgoode	22 75	3 43	7 20			
1 23	7 34		1	37 38	North Osgoode	16 50	3 27	6 58			
1 35	7 49		1	50 43	Gloucester	11 37	3 15	6 45			
2 05	8 40	10000	1	75 54	OTTAWA	0 0	2 45	6 00			
P M	P M				AR'VE	DEPART			A M	A M	

NORTHERN RAILWAY OF CANADA.

Jos. C. MORRISON, Pres., Toronto, Can. W. J. L. GRANT, Supt. Toronto.

TORON. TO COLINGWOOD.					STATIONS.		COL'WOOD TO TORON				
Acc.	Acc.	Pop'n.	\$ c.	MI.	TRAINS		MI.	\$ c.	Acc.	Mail	
P M	A M				DEPART	ARRIVE			A M	P M	
2 30	7 00	65000		0	TORONTO*	94 3 00	11 30	4 30			
2 50	7 23			5	Davenport Road	89	11 05	3 57			
3 00	7 35	700		8	Weston	86	10 55	3 47			
3 15	7 50			12	York	82	10 35	3 35			
3 25	8 00	800		15	Thornhill	80	10 25	3 25			
3 45	8 20			19	Richmond Hill	76	10 04	3 06			
4 05	8 38			24	King	71	9 45	2 50			
4 40	9 08			31	Aurora	64	9 08	2 20			
5 00	9 30	5000		35	Newmarket	60	8 48	2 00			
5 20	9 50	500		39	Holland Landing	56	8 30	1 45			
5 40	10 10	1000		43	BRADFORD	52	8 12	1 30			
6 35	10 55			52	Lefroy		7 23	12 45			
					BELL EWART						
					Lefroy	42					
7 00	11 25			57	Craigvale	36	6 55	12 20			
7 30	11 50	1000		63	BARRIE	31	6 30	11 50			
7 52	12 28			71	Essa	23	6 08	11 22			
8 20	1 00			80	Sunnidale	15	5 42	10 50			
8 36	1 22			85	Nottawasaga	9	5 24	10 30			
9 00	1 50		3 00	94	COLLINGWOOD		5 00	10 00			
P M	P M				AR'VE	DEPART			A M	A M	

*Connects with Grand Trunk Railroad, and Great Western RR.

Trains arrive at and depart from Union Station, Toronto.

9 10	A M	12 05	3 00	9 55	4 35	2 10	15 00	119	Ar. London	Dep.	11 03	25	A M	6 00	12 10	5 30	3 30	11 30
9 15	A M	6 30	3 05	P M	5 00	2 15	15 00	119	Depart	Arrive	11 15	11 55	5 20	P M	11 25	11 25	11 25	11 25
1	2	3	4	5	6	7	8	9			10	11	12	13	14	15	16	17

1	2	3	4	5	6	7	8	9			10	11	12	13	14	15	16	17
7 15	7 35	7 55	8 15	8 35	8 55	9 15	9 35	9 55	10 15	10 35	10 55	11 15	11 35	11 55	12 15	12 35	12 55	1 15
10 00	10 10	10 20	10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00	12 10	12 20	12 30	12 40	12 50	1 00
10 30	10 40	10 50	11 00	11 10	11 20	11 30	11 40	11 50	12 00	12 10	12 20	12 30	12 40	12 50	1 00	1 10	1 20	1 30
10 38	10 48	10 58	11 08	11 18	11 28	11 38	11 48	11 58	12 08	12 18	12 28	12 38	12 48	12 58	1 08	1 18	1 28	1 38
11 28	11 38	11 48	11 58	12 08	12 18	12 28	12 38	12 48	12 58	1 08	1 18	1 28	1 38	1 48	1 58	2 08	2 18	2 28
12 45	12 55	1 05	1 15	1 25	1 35	1 45	1 55	2 05	2 15	2 25	2 35	2 45	2 55	3 05	3 15	3 25	3 35	3 45

GREAT WESTERN R. R.—Toronto Branch.

HAMILTON TO TORONTO.				STATIONS.				TORONTO TO HAMILTON.			
Acc.	Exp.	Mxd	Po	Trains	Acc.	Exp.	Acc.	Trains	Exp.	Acc.	Exp.
A M	P M	P M	P M	DEPART	A M	P M	A M	DEPART	A M	P M	P M
9 10	12 20	3 00	8 10	3000	0	0	38	5 55	12 15	6 35	10 50
9 18	12 28	3 05	8 18	305	2	2	36	8 43	12 05	6 23	10 45
9 32	12 44		8 41		15	7	31	8 26	11 50	6 06	10 25
9 44	12 59		8 56	200	30	13	24	8 13		5 53	
9 52	1 10	3 40	9 06	1000	50	17	20	8 04	11 26	5 43	9 55
10 09	1 30	4 00	9 28	1500	63	25	12	7 46	11 08	5 23	9 30
10 24	1 44		9 46	500	63	32	7	7 31		5 07	
10 45	2 05		10 10	6500	63	38	0	7 10	10 30	4 45	8 50

* Con. with Main Line for London and Detroit, and N. Falls.

† Connects with Ontario, Simcoe and Huron R.R. and Gr. Trunk R.R.
 ‡ All trains of Great Western, Grand Trunk, and Ont., Simcoe & Huron R.Rs. arrive at and depart from Union Station, Toronto. [April 4.]

Refreshment Stations.
 † Jet Port D. & Thorold R.R.
 ‡ Junc. of Tor. & Ham. R.R.
 § Con. with L. & H. R.R.
 ¶ Con. L. & P't Stan. R.R. & Ser. Br.

HAMILTON.
 All trains stop for Meals and Refreshment's, which are always ready on arrival of train.
 Wines and Liquors.

GEORGE ROCHE.

CHATAM.
 Refreshments served while trains wood and water, on arrival of all trains.

For Guelph and Sarnia Branches, and advertisement, see page 53.

BUFFALO AND LAKE HURON RAILROAD.

GEO. BROWN, Pres., Goderich.

R. S. CARTER, General Manager

Please inform the Publisher, for correction, if any errors are found in this Guide.

BUFFALO TO GODERICH.					GODERICH TO BUFFALO.				
Mxd	Exp.	Mxd	Acc.	\$ c. M.	Pop'n.	Acc.	Mxd	Exp.	
A M	A M	P M	P M			A M	P M	P M	
7 00	10 35		3 45	0	100000	12 35		5 50	
7 10	10 35		4 00	25		12 08		5 23	
7 29			4 19	50	1200	11 49		5 09	
8 04	11 06		4 48	80	300	11 28		4 47	
			5 02	26	2500	11 17		4 34	
8 39	12 20		5 23	1 18		10 43		4 15	
9 14	12 44		5 47	1 38	900	10 28		4 01	
9 54			6 10	1 63	150	9 54		3 34	
10 09			6 23	53		9 40		3 22	
10 33			6 42	1 88	1500	9 19		3 05	
			6 58	67	250	8 58		2 50	
11 01			7 06	2 18	100	8 50		2 43	
			7 18	74		8 37		2 31	
11 21	12 59	5 00	7 31	2 50	5060	8 27		2 23	
	1 16	5 40	7 53	2 75	3000	8 00	1 00	2 00	
		5 58		91			12 42		
		6 10		2 88	150		12 30		
		6 29		3 09			12 11		
		6 55		3 25			11 45		
		7 44		3 50	1500		11 23		
		8 10		130	300		10 38		
		8 54		141			10 04		
		9 25		149			9 33		
		9 50		161	4000		9 00		
A M	A M	P M	P M		AR'VE	DEPT	A M	A M	P M

* Con. with all Railroads departing from Buffalo.

FOX RIVER VALLEY & WISCONSIN CENT. R. R.

B. W. RAYMOND, Pres., Chicago.

G. H. MERRILL, Supt., Elgin, Ill.

CHICAGO TO GEN'A				STATIONS.				GENEVA TO CHICAGO			
Pop'n.	Mxd	\$ c.	M	TRAINS				M	\$ c.	Mxd	
	P M			DEPART	ARRIVE						
125000	2 50	0 0		Chicago*		84	2 25	10 30			
1100	5 10	90	42	Elgin		42	1 35	8 05			
		1 15	43	East Elgin†		41	1 10				
	5 35	1 35	47	Dundee		37	90	7 45			
	6 00	1 35	52	Algonquin		32	90	7 20			
250	6 20	1 35	56	Crystal Lake†		28	90	7 00			
	6 40	1 35	60	Nunda		24	80	6 40			
	7 05	1 60	64	McHenry		20	65	6 20			
	7 25	1 70	68	Ringwood		16	55	5 55			
4000	7 50	1 90	74	Richmond		10	35	5 30			
1557	8 45	2 25	84	Geneva		0	0	4 30			
	P M			ARRIVE	DEPART						

* Con. Railroads from Chicago.
 † June Gal. & Chic. R.R.
 ‡ Crossing Chicago, St. Paul, & Fond du Lac R.R.

TO BUFFALO.

	Mxd	Ex.
	P M	P M
5		5 50
9		5 22
3		5 09
		4 47
		4 34
		4 15
		4 01
		3 34
		3 22
		3 05
		2 50
		2 43
		2 31
		2 23
1 00		2 00
12 42		
12 30		
12 11		
11 45		
11 23		
10 38		
10 04		
9 33		
9 00		
A M	P M	

* Con. with all Railroads departing from Buffalo.

. Elgin, Ill.

TO CHICAGO

xd.
A M
O 30
S 05
Y 45
Y 20
Y 00
S 40
S 20
S 55
S 30
S 30
M

*Con. Railroads from Chicago.
†June Gal. & Chic. R.R.
‡Crossing Chicago, St. Paul, &
Fond du Lac R.R.

R. N. RICE, Supt., Detroit, Mich.
T. FRASER, Ticket Agt, Detroit.

Please inform the Publisher, for correction, if any errors are found in this Guide.

DETROIT TO CHICAGO.				STATIONS.		CHICAGO TO DETROIT.					
Exp.	Exp.	Pop'n.	M s	TRAINS.		M s	\$ c.	Mail.	Exp.	Exp.	
P M	P M	A M		DEP'T	A'VE				P M	P M	A M
7 00	1 00	6 30	80000	0	DETROIT*	284	9	5 40	7 00	7 30	
7 30	1 25	7 00	300	10	Dearborn	274	30	5 10	6 30	7 00	
7 50	1 40	7 20	450	17	Wayne	267	55	4 50	6 13	6 40	
	1 55			25	Dentons	259	00				
8 20	2 10	7 50	5400	30	Ypsilanti	254	90	4 20	5 45	6 10	
8 40	2 30	8 10	7000	37	Ann Arbor	247	1 10	3 55	5 25	5 50	
9 05	2 53	8 35	1100	47	Dexter	237	1 30	3 30	5 00	5 25	
9 25	3 10	8 55	650	54	Chelsea	230	1 60	3 10	4 45	5 05	
9 55	3 35	9 25	600	65	Gras Lake	219	1 95	2 40	4 20	4 35	
10 25	4 00	9 55	6000	75	Jackson	209	2 25	2 10	4 00	4 05	
10 50	4 25	10 25	500	86	Parma	198	2 55	1 40	3 35	3 35	
11 15	4 45	10 50	1600	95	Albion	189	2 85	1 10	3 17	3 12	
			1014	101	Marango	183	3 00				
1 45	5 30	11 40	5850	107	Marshall	177	3 20	12 35	2 35	2 45	
		11 55		112	Ceresco		3 35	11 55			
12 20	6 00	12 15	4000	120	Battle Creek	164	3 50	11 30	2 05	2 10	
12 55	6 30	12 50	700	134	Galesburg	150	3 80	10 50	1 35	1 40	
1 20	6 50	1 15	6000	143	KALAMAZOO	141	4 00	10 55	1 15	1 20	
		1 30		149	Ostemo	135	4 10	10 05			
		1 45		153	Mattawan	129	4 25	9 50			
1 55	7 25	2 00	425	159	Lawton	125	4 35	9 40	12 42	12 40	
2 15	7 40	2 20	600	167	Decatur	117	4 50	9 20	12 25	12 20	
2 40	8 05	2 50	1500	178	Dowagiac	106	4 60	8 50			
				184	Pokagon	100	4 70		12 00	11 50	
3 10	8 35	3 20	4000	191	Niles	93	4 80	8 20	11 35	11 25	
3 25	8 50	3 35	800	197	Buchanan	75	5 00	8 00	11 20	11 10	
3 50	9 00	3 50	150	201	Dayton	83	5 20	7 50	11 12	11 00	
		4 05		210	Avery's	74	5 50	7 30		10 25	
4 15	9 35	4 30	450	217	New Buffalo	67	5 75	7 10	10 40		
4 45	10 05	4 55	3500	227	MICH'N CITY†	57	6 00	6 55	10 20	10 05	
5 15	10 30	5 25	60	240	Porter	44	6 25	6 00	9 50	9 37	
5 40	10 55	5 45	210	248	LAKE STATION	45	6 40	5 40	9 35	9 20	
					Joliet br—42 ms						
			130	263	Dyer [S. Line.]	30					
			100	272	Matteson	21					
			200	280	Frankfort	13					
				285	Spencer	8					
			8000	293	Joliet	7					
					Main Line con.						
6 05	11 20	6 10		260	Gibsons	24	6 65	5 05	9 10	8 55	
6 30	11 40	6 35	50	269	Calumet	15	6 75	4 40	8 45	8 37	
7 10	12 20	7 15	125000	284	CHICAGO||		0 7 00	4 00	8 00	8 00	
A M	A M	P M			A'VE	DEP'T			A M	P M	P M

*Ju. of Detroit and Mil. RR. and con. G't Western RR. †Ju.N. A. & Salem RR. Con. at Chicago with all roads West North and South. ~~Tr~~ Trains run by clock in Chicago Depot. [April 3.]

DETROIT & MILWAUKEE RAILROAD.

C. J. BRYDGES, Prest. Hamilton; C. W. W. K. MUIR, Gen'l Supt. Detroit.
JULIUS MOVIUS, Gen. Agent, Buffalo, N. Y. JAS. ARMSTRONG, General.
Freight Agent, Detroit, Mich.

Please inform the Publisher, for correction, if any errors are found in this Guide.

DETROIT TO MILWAUKEE.						STATIONS.		MILWAUKEE TO DETROIT					
Mail.	Mxd.	Acc.	Exp.	c.	M.s.	TRAINS		Pop.	Acc.	Exp.	Mxd.	Exp.	
A M	P M	P M	P M			DEP'T	AR'VE		A M	P M	A M	P M	
7 00	1 30	4 45	8 00	0	0	DETROIT		60000	9 40	12 15	6 30	6 00	
7 20	1 50	5 00	8 15			DM. & T.R. Ju.			9 25	12 00	6 10	5 40	
7 47	2 30	5 30	8 40	40	13	Royal Oak		1429	9 00	11 35	5 30	5 10	
8 02	2 55	5 50		60	18	Birmingham			8 40	11 20	5 05		
8 22	3 35	6 15	9 15	80	26	Pontiac		3000	8 20	11 00	4 30	4 30	
8 37	4 00	6 30		1 00	31	Drayton Plains			8 00		4 00		
	4 20	6 40		1 05	33	Waterford		1286			3 45		
8 47	4 50	7 00		1 10	35	Clarkston		7 50					
9 05	5 15	7 20		1 30	41	Davisburgh		7 30			3 15		
9 20	5 35	7 30		1 45	46	Holly		7 14	10 10	2 45			
9 30	6 00			1 55	50	Fentonville		1000	7 00	9 58	2 15		
9 45	6 30		10 20	1 70	55	Linden				9 45	1 50	3 15	
10 05	7 00			2 00	62	Gaines		981		9 27	1 10		
10 25	7 25			2 15	70	Vernon				9 11	12 35		
10 40	7 40		11 05	2 30	75	Corunna				8 59	12 10		
10 50	8 10		11 15	2 40		Owosso	lv	750		8 59	11 50	2 15	
11 20	8 55		11 25	2 40	78	Ovid	ar			8 30	11 20	2 00	
11 45	9 35		A M	2 70	88	St. Johns	lv	710		8 02	10 45		
12 20	9 50		12 20	2 95	98	Dallas				7 40	10 05	1 05	
12 44	10 25		12 38	3 20	104	Pewamo				7 36	9 20	12 35	
1 00	10 50			3 40	112	Lyons					9 55		
1 15	11 15			3 55	117	Ionia		850		7 02	8 30		
1 33	11 40		1 20	3 75	123	Boston		874		6 50	8 00	11 45	
1 55	12 30			4 00	132	Lowell		524		6 36	7 20		
2 13	1 00			4 20	139	Ada				6 16	6 50		
2 35	1 40			4 45	148	Grand Rapids		9500		6 00	6 10		
3 05	2 20		2 35	4 75	157	Berlin					5 30	10 30	
3 35				5 00	166	Coopersville				5 20			
3 50				5 20	172	Nunica				4 55			
4 10				5 40	179	Mill Point				4 42			
4 30			3 40	5 60	186	Grand Haven				4 26		8 55	
4 40			3 50	5 65		Milwaukee		50000		4 10		8 15	
5 30			12 15							4 00		12 30	
A M	A M	P M	P M			AR'VE	DEP'T		A M	A M	A M	P M	

*Steamers to all Lake Ports, and connects with Great Western R.R. and with Michigan Central. †The Telegraph Line is now opened at Stations marked † for public business. ‡Junction Port Huron and Mil. R.R.

 Steamer "Windsor," connecting Detroit and Milwaukee, and Great Western Railways.

DETROIT AND MILWAUKEE RAILROAD.

[ADVERTISEMENT.]

CONNECTION WITH TRAINS.—At Detroit with the G. W. Railway of Canada, for Suspension Bridge, Buffalo, Boston, New York, Toronto, Montreal, and all the principal places East and South East.

STAGES LEAVE STATIONS AS FOLLOWS:—Royal Oak—Daily, Sundays excepted, for Union Corners, Utica, Disco, Washington, Romeo and Almont.—Birmingham—Daily for Franklin, Farmington, Bloomfield Centre, Southfield Centre, and Troy.—Pontiac—Daily, for Orion, Canandaigua, Oxford, and Metamora. Stages arrive from Commerce and Milford on Monday, Wednesday, Friday, and return on Tuesday, Thursday and Saturday. On Wednesdays and Saturdays, for Farmers Creek, (La-peer County,) and intermediate places.—Drayton Plains—For Waterford, Bald Eagle Lake, Ortonville, Kipp's Corners, and Goodrichville, on Mondays, Wednesdays and Fridays, returning Tuesdays, Thursdays and Saturdays.

—Clarkston—Daily, and connecting with Stages to Goderich, and tri-weekly to Springfield, Austin, Stony Run, Grand Blanc and Flint.

—Holly—Stages for Flint, Saginaw, via Grand Blanc and Whigville, run to and from the depot.—Fentonville—Boss & Burrell's line daily for Flint, Saginaw, &c., returning A M and P M; also for Hartland, Brighton and Ann Arbor.—Corunna—Chesaning Express leaves Tuesday, Thursday and Saturday.—St. Johns—Daily for Lansing and Jackson.—Muir and Lyons—To Portland.—Ionia—Daily for Greenville.—Lowell—Stages run between depot and "Lowell House."—Grand Rapids—Omnibus between depot and hotels.—Milpoint—To Muskegon and return daily.

Refreshment Saloons at Detroit and Owosso Stations, and on board Ferry Steamer "Windsor," on Detroit River.—Parcels left at any of the Ticket Offices are promptly forwarded by Passenger Trains, to and from any Station, at very moderate rates.

MICHIGAN SOUTHERN R. R.—Jackson Branch.

Please inform the publisher, for correction, if any errors are found in this Guide.

ADRIAN TO JACKSON.						STATIONS.					JACKSON TO ADRIAN				
Acc.	Exp.	Pop'n.	\$ c	Mls.		TRA'NS					Mls.	\$ c	Exp.	Acc.	
A M	P M					DEP'T		AR'VE					P M	P M	
4 40	1 00	9000	0	0		ADRIAN				41	1 40	12 10	8 10		
5 19	1 26			4		Junction*				37		11 44	7 32		
6 00	1 52	4000	40	13		Tecumseh				28	1 00	11 19	6 50		
6 30	2 14	850	53	17		Clinton				24	85	10 59	6 18		
6 48	2 26	550	80	25		Manchester				10	60	10 46	6 00		
7 20	2 47	180	1 10	36		Napoleon				5	30	10 21	5 26		
7 40	3 00	7000	1 40	41		JACKSON†				0	0	10 10	5 10		
A M	P M					AR'VE		DEP'T					A M	P M	

*Con. with Mich. Sou.

†Con. with Mich. Cent.

RAILROADS DEPARTING FROM MILWAUKEE.—Chicago and Milwaukee; Milwaukee and Mississippi; Milwaukee and Horicon; La Crosse and Milwaukee; Milwaukee, Watertown and Baraboo; Milwaukee and Beloit, progressing.

MICHIGAN SOUTHERN & NORTHERN INDIANA RAILROAD.

G. BLISS, Pres., Springfield, Mass. J. D. CAMPBELL, Supt., Toledo, DUD. P. PHELPS, Gen. Ticket Agent, Toledo.

Please inform the Publisher, for correction, if any errors are found in this Guide.

TOLEDO TO CHICAGO.										CHICAGO TO TOLEDO.									
STATIONS.					TRAINS.					STATIONS.					TRAINS.				
DEPART		ARRIVE		DEPART		ARRIVE		DEPART		ARRIVE		DEPART		ARRIVE					
A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M				
9 00	10 27	4 05	3 30	3 45	15 00	0	2	15 00	0	2	15 00	0	2	15 00	0	2			
9 45	11 00	4 38	5 22	6 09	6 38	7 11	7 41	8 10	8 40	9 10	9 33	9 40	9 48	10 04	10 36	11 36			
10 30	11 45	5 04	5 12	5 18	5 49	5 58	6 35	7 10	7 42	8 10	8 35	8 40	8 48	9 10	9 45	10 45			
11 15	12 30	5 30	5 40	5 48	6 16	6 46	7 16	7 34	7 51	8 19	8 44	8 49	8 57	9 19	9 54	10 54			
12 00	1 15	5 58	6 08	6 16	6 46	7 16	7 46	8 14	8 31	8 59	9 14	9 19	9 27	9 49	10 24	11 24			
12 45	2 00	6 35	6 45	6 53	7 23	7 53	8 23	8 51	9 08	9 36	9 51	9 56	10 04	10 26	11 01	12 01			
Fare to Detroit, 60c.																			
*Connects with Cleveland and Toledo RR.																			
*Steamboats sailing from Toledo during the season.																			
† Junction of Northern Indiana Air Line.																			
† Branches.—See page 57 & 60.																			

[illegible]

DETROIT MONROE AND TOLEDO RAILROAD.

(Operated by the Michigan Southern and Northern Indiana R. R. Co.)

Please inform the Publisher, for correction, if any errors are found in this Guide.

DETROIT TO TOLEDO.				STATIONS.		TOLEDO TO DETROIT.			
Exp.	Exp.	Pop'n	\$ c. M	TRAINS		M \$ c.	Acc.	Exp.	Exp.
A M	P M			DEPART	ARRIVE			P M	A M
6 45	5 00	60000	0	DETROIT*	65	12 15	7 15	1 35	
7 24	6 10		13	Ecorces	51	11 20	6 31	12 57	
7 32	6 24	1250	17	Wyandotte	48	11 05	6 24	12 48	
7 42	6 45	600	21	Trenton	44	10 50	6 11	12 37	
7 58	7 10	50	27	Huron	38	10 28	6 00	12 22	
8 11	7 30		33	Swan Creek	32	10 06	5 45	12 09	
8 20	7 40			Stony Creek		9 55	5 37	12 01	
8 33	8 00	4000	41	Monroet	24	9 35	5 27	11 50	
8 44			45	Otter Creek	20		5 14	11 36	
8 59			50	Vienna	15		5 01	11 21	
9 10			55	State Line	10		4 49	11 07	
9 18			58	Tremainsville	7		4 40	10 58	
9 28			62	A. L. Junction	3		4 18	10 45	
9 35		15000	65	TOLEDO†	0		4 10	10 35	
A M	P M			ARRIVE	DEPART		A M	P M	P M

*Connects with Great Western RR., and Michigan South'n RR.

†Con. with Mich. South'n & Nor. Ind. RR. ‡Con. Mich. Central RR.

MONROE BR. MICH. SOUTHERN RAILROAD.

DETROIT TO ADRIAN.				STATIONS.		ADRIAN TO DETROIT.			
Acc.	Exp.	Pop'n	\$ c. M	TRAINS		M \$ c.	Acc.	Exp.	Pass
A M	P M			DEPART	ARRIVE			P M	P M
		90000	0 0	DETROIT*	74	2 25			
8 58	8 05	4000	1 25 41	Monroe City†	33	9 30	5 20		
8 58	8 35	1 50 50		Ida	24	8 58	4 50		
9 13	9 00	300	1 70 57	Petersburg	17	8 25	4 30		
9 28	9 15	220	1 80 61	Deerfield	13	8 05	4 20		
9 37	9 35	2 00 66		Wellsville	8	7 35	4 05		
9 57	10 00	9000	2 25 74	ADRIAN‡	0	0 7 05	3 45		
A M	P M			ARRIVE	DEPART		A M	P M	A M

*Con. with Great Western RR.

*Con. with Michigan Central RR.

‡Con. with Michigan Southern RR.

*Steamers from Detroit in summer.

†Junc. Detroit, Monroe & Tol. RR.

‡Con. with Jackson Branch RR.

THREE RIVERS BRANCH RAILROAD.

Trains leave White Pigeon for Constantine and Three Rivers 7 a m, 3 35 p m. Returning, leave Three Rivers for Constantine and White Pigeon at 9 40 a m and 7 00 p m.

Distance, 12 miles. Fare, 35 cents. Stages to Kalamazoo.

MICHIGAN CITY BRANCH RAILROAD.

This road is at present only used for conveyance of wood and lumber. (14 miles.)

TUSCARAWAS BR. CLEVELAND & PITTSBURG R. R.

A train leaves New Phil. for Dover, Zoar, Mineral Point, Waynesburgh, Malvern, Oneida, Minerva and Bayard, at 7 30 A. M. Returning, leaves Bayard 2 45 P. M. Distance, 32 miles. Fare, \$1.00. Connects with Main Line at Bayard.

ROAD.

R. Co.)

in this Guide.

TO DETROIT.

Exp.	Exp.	Exp.
P M	A M	P M
7 15	1 35	
6 31	12 57	
6 24	12 48	
6 11	12 37	
6 00	12 22	
5 45	12 09	
5 37	12 01	
5 27	11 50	
5 14	11 36	
5 01	11 21	
4 49	11 07	
4 40	10 58	
4 18	10 45	
4 10	10 35	
P M	P M	

R.

ROAD.

TO DETROIT.

Exp.	Pass
P M	P M
5 20	
4 50	
4 30	
4 20	
4 05	
3 45	
P M	A M

mmer.

h R.R.

3 35 p.m.
40 a.m. and

(14 miles.)

Malvern,
2 45 P. M.

FORT WAYNE AND CHICAGO RAILROAD.

J. K. EDGERTON, President, J. L. WILLIAMS, Chief Engineer, Ft Wayne

Please inform the Publisher, for correction, if any errors are found in this Guide.

FT. WAYNE TO CHICAGO.					STATIONS.		CHI. TO FT. WAYNE			
Exp.	Exp.	Mail.	Pop'n	M s	TRAINS		M s	Exp.	Exp.	Mail.
A M	P M	P M			DEPART	ARRIVE	A M	A M	A M	
5 27	3 27	8 40	6800	0	.....	FORT WAYNE.....	147	11 50	1 00	2 00
				8	.....	..... Arcola.....	139			
				14	.....	..... Coesse.....	133			
6 15	4 17	9 26	630	20	.....	..... Columbia.....	127	10 51	11 10	12 52
			300	27	.....	..... Huntsville.....	120			
				30	.....	..... Piercetown.....	117			
			150	33	.....	..... Kosciusko.....	114			
6 57	5 08	10 14	1000	40	.....	..... Warsaw.....	107	10 09	9 28	12 09
				50	.....	..... Etna Green.....	97			
				53	.....	..... Bourbon.....	94			
7 50	6 15	11 12	1100	64	.....	..... Plymouth.....	83	9 13	7 32	11 12
8 17	6 48	11 50		75	.....	..... Grover Town.....	72	8 44	6 48	10 44
8 30	7 00	12 05		79	.....	..... Stark.....	68	8 30	6 32	10 34
9 09	7 39	12 50		92	.....	..... Morgan.....	55	7 58	5 40	9 59
9 18	7 50	1 01		95	.....	..... Wanatah.....	52	7 50	5 25	9 51
9 42	8 20	1 32		104	.....	..... Valparaiso.....	43	7 27	4 40	9 27
10 15	8 57	2 10	650	115	.....	..... Hobart.....	32	6 57	3 45	8 57
10 38	9 23	2 42	350	124	.....	..... Clarke.....	23	6 33	2 55	8 33
11 11	9 56	3 21		135	.....	..... Ainesworth.....	12	6 02	2 00	8 03
11 25	10 10	3 38		140	.....	..... Rock Island Junction.....	7	5 49	1 35	7 49
11 50	10 30	4 00	125000	147	.....	..... CHICAGO.....	0	5 30	1 00	7 30
A M	P M	A M			ARRIVE	DEPART	A M	P M	P M	

MIL., WATERTOWN & BARABOO VALLEY R.R.

S. L. ROSE, Pres., Milwaukee.

S. S. MERRILL, Supt., Milwaukee

MILWAUKEE TO COL'BUS.					STATIONS.		COLUMBUS TO MIL			
Pass.	Pass.	Pop'n	\$ c	Mls.	TRAINS		Mls.	\$ c	Pass.	Pass
A M	P M				DEP'T	AR'VE			P M	P M
		40 000			.....	MILWAUKEE*.....	64	2 15	11 35	
		2 509	15	5	.....	..... Wauwatosa.....	59	2 10		
			30	9	.....	..... Elm Grove.....	56	1 95		
			50	14	.....	..... Junction†.....	50	1 80		
		2 260	70	20	.....	..... Pewaukee.....	44	1 60		
		200	80	24	.....	..... Hartland.....	40	1 50		
			90	27	.....	..... Pine Lake.....	37	1 40		
		1 216	1 10	33	.....	..... Oconomowoc.....	31	1 20		
		1 209	1 35	38	.....	..... Ixonia.....	27	95		
		4 590	1 50	45	.....	..... Watertown†.....	19	80		
		1000	1 80	54	.....	..... Lowell.....	10	40		
		1 200	2 25	64	.....	..... COLUMBUS.....			4 20	
A M	P M				AR'VE	DEP'T			P M	P M

*Con. with Eaton Div. La Crosse & Mil. RR., and Mil. & Chic. R.R.

†J.m. Mil. & Mississ. RR. †In progress to Hamhill Village. 17 mile.

April 4, 1859

LA CROSSE & MILWAUKEE R. R.

S. CHAMBERLAIN, Lessee, Cleveland, O. N. P. STANTON, Pres't, Albany, N. Y. EDWIN H. GODERICH, Manager, Milwaukee, Wis. J. M. KIMBALL, Gen'l Ticket Agent; R. D. JENNINGS, Gen'l Freight Agent, Milwaukee, Wis. L. H. COTTON, Eastern Agent, New York.

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MILWA'KEE TO LACROSSE					STATIONS.		LA CROSSE TO MILWAU				
Pass.	Pass.	Pop'n.	\$	c. M s	TRAINS		M s	\$	c	Pass.	Pass.
A M	P M				DEP'T	AR'VE				A M	P M
2 45	2 45	50000	0	0	MILWAUKEE*		200	6 10	9 30	2 30	
3 05	3 07		35	7	Schwartzburg		193	6 05	9 10	2 10	
3 22	3 26	1713	54	13	Granville		187	6 00	8 54	1 55	
3 36	3 42		70	18	Germantown		182	5 95	8 38	1 43	
3 50	3 59		90	23	Richfield		177		8 25	1 31	
4 04	4 15			28	Cedar Creek		172	5 80	8 10	1 20	
4 09	4 21	300	1 10	30	Schleizingerville		170	5 70	8 05	1 15	
4 21	4 34	1250	1 25	34	Hartford		166	5 40	7 53	1 05	
4 35	4 50	1000	1 40	39	Rubicon		161	5 35	7 40	12 53	
4 45	5 02	450	1 60	43	Woodland		157	5 25	7 28	12 44	
4 50	5 07		1 70	45	Iron Ridge		155	5 20	7 23	12 39	
5 07	5 25	500	1 85	51	Horicon†		149	5 10	7 07	12 25	
5 15	5 35		1 95	54	Junction†		146	5 05	6 57	12 13	
5 21	5 42	2300	2 10	56	Rolling Prairie		144	5 00	6 53	12 08	
5 35	5 58	1600	2 24	61	Beaver Dam||		139	4 94	6 37	11 56	
5 54	6 18		2 50	68	Fox Lake		132	4 78	6 17	11 39	
6 05	6 33	716	2 60	72	Randolph		128	4 49	6 05	11 30	
6 18	6 48		2 84	77	Cambridge		123	4 40	5 47	11 18	
6 44	7 19	2300	3 10	87	Midland		113	4 00	5 22	10 53	
7 05	7 45		3 35	95	ar } PORT'GEC'Y. } lv		105	3 74	5 00	10 35	
7 20	8 00	3400			lv }				4 45	10 23	
7 43	8 27		3 70	104	Lewiston		96	3 40	4 21	10 02	
8 03	8 51		4 00	112	Kilbourn City		88	3 15	4 00	9 43	
8 27	9 20		4 35	121	Lyndon		79	2 34	3 34	9 20	
8 43	9 42		4 50	128	Lemonweir		72	2 70	3 15	9 03	
8 50	9 52	1036	4 70	131	Mauston		69	2 49	3 07	8 55	
9 15	10 13	1476	4 96	138	Lisbon		62	2 24	2 48	8 36	
9 25	10 25		5 10	142	Orange		58	2 10	2 38	8 25	
10 04	11 07		5 60	156	Tomah		44	1 60	2 01	7 50	
10 19	11 23	1048	5 60	161	Greenfield		39	1 46	1 47	7 38	
10 38	11 44			168	La Fayette		32		1 27	7 20	
10 52	12 00		5 75	173	Sparta		27	1 20	1 15	7 07	
11 12	12 25		5 75	180	Oakland		20	1 00	12 55	6 48	
11 23	12 40		5 80	184	Bangor		16	80	12 45	6 38	
11 35	12 45		6 00	188	Salem		12	65	12 35	6 28	
12 05	1 35	1000	6 10	200	La Crosse		0	0	12 05	6 00	
P M	A M				AR'VE	DEP'T				A M	A M

April 25, 1859. — Standard of Time — Clock in Milwaukee Office.

*Con. with Mil., Watertown and Bur. RR., and Chicago and Mil. RR.

†Con. with Mil. and Horicon RR. Jun. Chi., St. P. & Fon du Lac RR.

||Con. with Madison, Fond du Lac and Michigan Railroad.

CHICAGO AND MILWAUKEE [Lake Shore] R. R.

Chicago and Milwaukee R.R. in Illinois, 45 miles—MAHLON D. OGDEN, Pres., Chicago; M. L. SYKES, Jr., Vice President and Superintendent, Chicago. Milwaukee and Chicago R.R. in Wisconsin, 40 miles—C. B. HALL, Pres. and Gen. Agent, Milwaukee.

Please inform the Publisher, for correction, if any errors are found in this Guide

CHICAGO TO MILWAUKEE.						STATIONS.		MIL. TO CHICAGO.			
Pass.	Pass.	Pass.	Pop'n.	\$ c.	M s	TRAINS		M s	Pass.	Pass.	Pass.
A M	P M	P M				DEP'T	AR'VE		P M	P M	A M
9 00	8 15	5 25	125000	0	0	CHICAGO*		85	2 10	6 45	8 30
9 20	8 35	5 44		20	7	Chittenden		78	1 50	6 25	8 10
9 30	8 45	5 54		35	12	Evanston		73	1 40	6 16	8 00
9 41	8 56	6 06		50	16	Winnetka		69	1 30	6 06	7 48
9 47	9 02	6 13		55	19	Glencoe		66	1 25	6 01	7 42
9 58	9 13	6 24		70	23	Highland Park		62	1 16	5 52	7 32
10 10	9 25	6 36		90	30	Lake Forest		55	1 05	5 42	7 21
10 16	9 31	6 42	7000	1 00	35	Rockland		50	12 59	5 37	7 15
10 35	9 50	6 57		1 40	45	Waukegan		40	12 45	5 23	7 00
11 00	10 15		6435	1 65	51	State Line		34	12 20	5 00	
11 18	10 35		12000	2 00	62	Kenosha†		23	12 00	4 42	
11 47	11 06			2 20	70	Racine†		15	11 30	4 15	
12 94	11 45		1500	2 40	75	Oak Creek		10	10 55	3 40	
12 50	12 15		40000	2 50	85	MILWAUKEE||		0	10 30	3 15	
P M	A M	P M				AR'VE	DEP'T		A M	P M	A M

Railroads departing from Chicago, p. 68. †Junction Ken., Rock. and Rock Island R.R. ‡Junction of Racine and Mississippi R.R. ||Conn. with La Crosse and Milwaukee and all Railroads diverging from Milwaukee.

SARNIA BRANCH OF GREAT WESTERN R. R.

Trains leave Sarnia 6.45 A. M., arrive at Mandaumin 7.30, Wanstead 8.50, Watford 8.50, Komoka 10.25, and London 11.10 A. M. Returning leave London 2.15 P. M., arrive at Komoka 3.45, Watford 5.25, Wanstead 6.05 Mandaumin 6.50, and Sarnia 7.35 P. M.

GUELPH BR.—Leaves Harrisburg at 9 50 A. M., arrives at Galt 10 35, Preston 10 45 A. M., and Guelph 11 20 A. M. Leaves Harrisburg 7 30 P. M., arrives at Galt 8 10, Preston 8 20, and Guelph 8 55 P. M. Leaves Guelph 6 45 A. M., arrives at Preston 7 15, Galt 7 35, and Harrisburg 8 15 A. M. Leaves Guelph 4 20 P. M., arrives at Preston 5 00, Galt 5 10, and Harrisburg 5 45 P. M.

GREAT WESTERN RAILWAY—Spring Arrangements.

Reduction of Fares between Toronto, Niagara Falls and Buffalo.

NIAG. FALLS—1st class, either way, \$1.50 | BUFFALO, 1st class, either way, \$2.00
Do., 2d do., do., 1.25 | Do., 2d do., do., 1.75

On and after Monday, April 4th, 1859, Passenger trains will run as follows, connecting with trains on Main Line:

SUSP'N BRIDGE, depart—6 45 A. M., 9 55 A. M., 3 30 P. M. TORONTO, depart—7 10 A. M., 10 30 A. M., 4 45 P. M., 8 50 P. M. No change of cars at Burlington Junction.

The Company's Time-Tables can be obtained at any of the Stations.
COMPANY'S OFFICE, } C. J. BRYDGES,
Hamilton, April 4, 1859. } Managing Director.

[m-59]

t, Albany,
is. J. M.
ght Agent,
k.

his Guide.

O MILWAU

Pass.

P M

2 30

2 10

1 55

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1 30

1 18

0 53

0 35

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0 02

9 43

9 20

9 03

8 55

8 36

8 25

7 50

7 38

7 20

7 07

6 48

6 38

6 00

M

RR.

Lac RR.

April 25, 1859.—Standard of Time—Clock in Milwaukee Office.

CHICAGO, ST. PAUL AND FOND DU LAC R. R.

WM. B. OGDEN, Pres., GEO. L. DUNLOP, General Supt., Chicago. T. F. STRONG, Supt., Nor. Div., Fond du Lac. E. DEWITT ROBINSON, Gen. Ticket Agent, GEORGE P. LEE, Treas.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CHICAGO TO OSHKOSH.					STATIONS		OSHKOSH TO CHICAGO.				
Acc.	Exp.	Pop'n.	\$ c.	M s	TRAINS.		M s	\$ c.	Acc.	Exp.	Pass.
P M	A M				DEP'T	AR'VE			P M	P M	P M
3 00	9 00	125000	0	0	CHICAGO*	91 3 00	12 45	6 45			
				3	Junction†	88					
3 25	9 25	200	25	9	Plank Road.	82 2 75	12 20	6 24			
3 36	9 35	100	35	12	Canfield	79 2 70	12 11	6 13			
3 50	9 46	100	50	16	Des Plaines	75 2 55	11 57	5 58			
4 06	10 05	600	70	23	Dunton	68 2 40	11 41	5 37			
4 16	10 15	400	80	26	Palatine	65 2 25	11 29	5 27			
4 32	10 30	676	95	32	Barrington	58 2 10	11 10	5 10			
4 50	10 49	200	1 15	38	Carey	53 1 90	10 49	4 50			
5 01	11 01	100	1 30	43	Crystal Lake‡	48 1 75	10 34	4 37			
5 09	11 10	300	1 35	45	Ridgefield	46 1 70	10 24	4 29			
5 22	12 25	2300	1 50	51	WOODSTOCK	40 1 50	10 05	4 15			
	12 00	600	1 90	62	Harvard||	28 1 10		3 35			
	12 05	510	2 00	65	Lawrence	26 1 00		3 30			
	12 21	400	2 25	71	SHARON	20 80		3 11			
	12 42	400	2 55	79	CLINTON¶	13 45		2 59			
	12 54	100	2 70	83	Shopiere	8 30		2 36			
	1 15	10000	3 00	91	Janesville§	140 0		2 15			
	1 00				Beloit.						
	4 00	7300		133	Madison	96					
P M	8 30		6 75	229	Prairie du Chien	0					
					Stages.		A M	A M			
		1610			Jefferson**						
					Stages.						
		3850			Watertown††						
					Stages.						
P & F	Pass.						P & F	Pass.			
P M	A M				LA CROSSE JUNCT††	47	A M	P M			
9 15	11 05			147	Burnet||	43	8 35	3 45			
9 30	11 15			4	Chester	35	8 21	3 33			
10 01	11 59	829		12	Oakfield Centre	29	7 52	3 10			
				18							
11 05	12 25	869		21	Oakfield	26	7 22	2 46			
11 15	12 30	7000		30	FOND DU LAC	17	6 40	2 15			
11 45	12 51			38	Vandyne	9	6 10	1 52			
12 14	1 15	3300		47	OSHKOSH	0	5 35	1 25			
A M	P M				AR'VE	DEPART	A M	P M			

Standard of Time—Clock at Chicago Depot.

*Railroads diverging from Chicago, p 68; †Junction with Chicago and Milwaukee R R; ‡Crossing of Fox River Valley R R; §Crossing of Kenosha, Rock. and R. Island R R; ¶Crossing of Racine and Miss. R R; §Junction Milwaukee and Mississippi R R; **Crossing of Wisconsin Central R R; ††Crossing of Watertown Div. Lacrosse and Milwaukee R R; ‡‡Con. Milwaukee, Wat. and Madison R R, (prog.); ‡‡Crossing of Milwau. and Watertown R R; ||Crossing of Milwaukee and Horicon R R.

II

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†† Th

Ashley,

Wetang,

to take u

*Railr

†Junc

§Cross

**Junc

CHRISTO

TRAINS

"

C. R. R.

F. STRONG,
Ticket Agent,

in this Guide.

CHICAGO.

Exp. Pass.

P M P M

6 45

6 24

6 13

5 58

5 37

5 27

5 10

4 50

4 37

4 29

4 15

3 35

3 30

3 11

2 50

2 36

2 15

A M

Pass.

P M

3 45

3 33

3 10

2 46

2 15

1 52

1 25

P M

Milwaukee R.

Rock. and R.

waukee and Mis-

of Watertown

Madison R R,

of Milwaukee

ILLINOIS CENTRAL R. R.—Chicago Branch.

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CHICAGO TO CAIRO.

Pass. Pass. Pop'n. \$ c. Ms

A M P M

11 00 11 00 125000 0 0

11 45 11 45 60 14

12 10 12 10 400 95 23

12 21 12 20 1 05 28

12 39 12 36 1 10 29

12 55 12 51 1 30 34

1 12 1 08 1 50 39

1 37 1 32 200 1 75 46

2 00 1 54 2 05 56

2 22 2 15 2 35 65

2 54 2 47 2 65 73

3 03 2 56 3 10 85

3 33 3 26 3 20 88

3 57 4 1 3 55 99

4 12 4 50 3 90 108

4 50 5 20 4 10 114

5 37 5 54 4 60 128

5 50 6 16 4 90 138

6 39 6 38 4 60 142

7 25 7 20 5 05 152

8 00 8 06 6 15 172

8 45 8 52 6 55 184

9 33 9 40 7 05 199

9 58 10 05 7 60 215

10 15 10 24 7 90 223

10 43 10 53 8 10 231

10 58 11 10 8 45 241

11 20 11 30 8 65 247

11 20 11 30 250 8 95 252

4 50 5 30 11 10 365

A M P M

Refreshment Station

STATIONS.

DEP'T TRAINS

ARRIVE

CHICAGO*

Calumett.

Thornton

Matteson†

Richton

Monee

Peotone

Manteno

Kankakee

Chebanse

Ashkum

Onarga

Spring Creek

Loda

Pera

Rantoul

URBANA

Tolono‡

Pesotum

Okaw

Mattoon§

Neoga

Effingham¶

Edgewood

Farina

Kimmunday

Tonti

Odin

CENTRALIA**

CAIRO††

ARRIVE

DEP'T

A M P M A M

CAL. TO CHICAGO

Ms Pass. Pass. Acc

P M P M A M

365 10 55 1 15

351 10 15 12 35

341 9 50 12 10

337 9 40 12 00

336

331 9 23 11 43

325 9 07 11 28

318 8 53 11 12

309 8 25 10 59

300 8 06 10 28

212 7 45 10 07

210 7 15 9 38

277 7 05 9 30

266 6 37 9 00

255 6 10 8 34

251 5 55 8 19

237 4 55 7 15

227 4 28 6 48

222 4 13 6 36

206 3 27 5 54

192 2 40 5 15

180 2 05 4 43

165 1 22 4 03

150 12 37 3 20

141 12 11 2 57

135 11 55 2 42

125 11 26 2 15

120 11 10 2 00

112 10 25 1 30

0 5 15 8 30

A M P M A M

April 10, 1869

†† THE WAY STATIONS BETWEEN CENTRALIA AND CAIRO—Are—Richview, Ashley, Coloma, Tamaro, Du Quoin, De Soto, Carbondale, Makanda, Jonesboro', Wetang, Ullin, Pulaski, Villa Ridge, and Mounds, at which Stations Trains stop to take up or leave passengers on signal only.

*Railroads departing from Chicago, p. 68.

†Junc'n Joliet & Northern Ind. R.R.

‡Cross. Terre H., Alton & St. L. R.R.

**Junc'n of Illinois Central R.R.

†Junc'n Michigan Central R.R.

‡Crossing of Great Western R.R.

¶Cross. Miss. and Atlanta R.R.

††Con. Mobile and Ohio R.R.

ILLINOIS COAL COMPANY'S R. R.

CHRISTOPHER O'FALLON, Pres., St. Louis. JOHN WILKES, Sup't, Caseyville, Ill.

TRAINS LEAVE—Caseyville for Brooklyn, at 7 30 A M and 3 00 P M.

Brooklyn for Caseyville, 9 00 A M and 5 00 P M—Fare 15 Cents.

ILLINOIS CENTRAL RAILROAD.

Wm. H. Osborne, Pres., New York, J. B. McClelland, Vice Pres. and Gen. Supt.; J. C. Jacobs, Supt. Northern Division; W. P. Johnson, Gen. Ticket Agent; R. M. Forsyth, Gen. Freight Agent, Chicago, Ill.

Please obtain the Publisher, for correction, if any errors are found in this Guide.

DUNLEITH TO CARO.				STATIONS.				CARO TO DUNLEITH.			
Pass. Pass.		Pop'n.		Ms	DEPART		ARRIVE	A. S. C.	Pass. Pass.		A. S. C.
A. M.	P. M.	A. M.	P. M.						A. M.	P. M.	
6 15	7 00	1540	40	0	.....	DUNLEITH	.....	454 13 10	5 40	6 45	.....
6 35	7 20	1540	40	8	.....	Monominee	.....	445 13 10	5 20	6 25	.....
7 00	7 45	10000	70	16	.....	Galeana	.....	437 13 10	4 55	6 00	.....
7 18	8 05	.....	95	24	.....	Council Hill	.....	430 13 10	4 35	5 40	.....
7 33	8 20	.....	1 15	29	.....	Scales Mound	.....	425 13 10	4 20	5 25	.....
7 55	8 42	.....	1 40	37	.....	Apple River	.....	417 13 10	3 58	5 03	.....
8 11	8 57	.....	1 60	43	.....	Warrent	.....	411 13 10	3 42	4 46	.....
8 18	9 05	.....	1 75	46	.....	Nora	.....	407 13 10	3 33	4 37	.....
8 39	9 27	.....	2 05	55	.....	Lena	.....	399 13 10	3 10	4 15	.....
8 50	9 38	.....	2 20	59	.....	Eleroy	.....	394 13 10	2 58	4 03	.....
9 10	10 00	2500	2 45	67	.....	Freeport	.....	386 13 10	2 20	3 30	.....
9 50	10 40	.....	2 90	79	.....	Fore-ton	.....	374 13 10	1 48	3 00	.....
10 02	10 52	.....	3 05	85	.....	Holdane	.....	369 13 00	1 34	2 47	.....
10 15	11 06	.....	3 25	89	.....	Polo	.....	364 12 95	1 19	2 32	.....
10 30	11 24	.....	3 45	96	.....	Woocong	.....	358 12 70	1 01	2 15	.....
10 45	11 43	1500	3 70	103	.....	Dixon	.....	351 12 40	12 40	1 55	.....
11 15	12 10	250	4 15	115	.....	Amboy	.....	339 12 00	11 55	1 05	.....
11 40	12 35	.....	4 40	122	.....	Sublette	.....	332 11 50	11 35	12 48	.....
12 00	1 00	.....	4 70	132	.....	Mendota	.....	323 11 50	11 00	12 15	.....
12 53	1 4	.....	5 15	144	.....	Coal Track	.....	311 11 00	10 26	11 44	.....
1 05	1 50	5200	5 25	147	.....	La Salle	.....	308 10 90	10 17	11 36	.....
1 30	2 20	.....	5 55	156	.....	Tonica	.....	299 10 60	9 47	11 08	.....
2 00	2 50	.....	5 95	1 7	.....	Winona	.....	288 10 20	9 16	10 38	.....
2 28	3 18	.....	6 30	177	.....	Minonk	.....	277 9 80	8 47	10 9	.....
2 54	3 45	.....	6 60	186	.....	Panola	.....	268 9 55	8 20	9 44	.....
3 05	3 55	.....	6 70	189	.....	El Paso	.....	265 9 45	8 10	9 35	.....

Trains run between Dunleith and Carro by Central Time.

*Connects with Galeana and Chicago Union Railroad.
 †Junction of Mineral Point Railroad.
 ‡Crossing of Chicago, Fulton and Iowa Railroad.
 ||Crossing of Chicago, Burlington and Quincy Railroad.
 §Crossing of Chicago and Rock Island Railroad.

3 15	4 06	6 55	193	Kappa	9 25	7 55	9 22
3 28	4 20	7 05	198	Hudson	9 10	7 40	9 07
3 55	4 45	2394	7 35	Bloomington	8 00	7 13	8 40
4 28	5 17	7 75	218	Heyworth	8 40	6 38	9 08

Trains except

Trains run bet
Between Wap
ed. Mondays excepted. April 11.
Refreshment Stations. Sundays excepted. Saturdays except.

A M P M		A M P M		ARRIVE		DEPART	
3 15	4 06	6 45	193	6 45	193	Kappa	261
3 28	4 20	7 05	198	7 05	198	Hudson	256
3 55	4 45	7 35	207	7 35	207	Bloomington	247
4 28	5 17	7 75	218	7 75	218	Heyworth	237
4 45	5 35	8 00	224	8 00	224	Wapella	230
5 00	5 50	8 15	228	8 15	228	Clinton	225
5 24	6 13	8 40	237	8 40	237	Maroa	217
6 00	6 50	9 20	249	9 20	249	Decatur	204
6 45	7 40	9 20	260	9 20	260	Macon	194
7 00	7 54	9 45	265	9 45	265	Moavequa	189
7 22	8 17	9 90	273	9 90	273	Tacuna	181
7 50	8 50	10 00	283	10 00	283	Panama	172
8 10	9 05	10 20	289	10 20	289	Oconee	165
8 40	9 33	10 60	299	10 60	299	Ramsey	156
9 18	10 10	1500	312	1500	312	Vandalia	142
9 40	10 35	300	318	300	318	Shabonnier	136
10 05	11 00	11 35	326	11 35	326	Patoka	128
10 40	11 25	11 40	336	11 40	336	Sandoval	118
11 03	11 45	250	12 10	250	12 10	CENTRALIA	112
12 07	12 27	12 45	351	12 45	351	Richview	102
12 18	12 40	12 60	359	12 60	359	Ashley	98
12 38	1 03	12 85	363	12 85	363	Coloma	91
12 54	1 19	13 05	367	13 05	367	Tamaroa	85
1 17	1 45	13 10	371	13 10	371	Duquoin	76
1 50	2 22	13 10	375	13 10	375	De Soto	63
2 07	2 40	13 10	389	13 10	389	Carbondale	57
2 30	3 02	13 10	402	13 10	402	Makanda	49
3 05	3 38	1500	13 10	1500	13 10	Jonesboro	36
3 37	4 12	13 10	420	13 10	420	Wetaug	24
3 47	4 23	13 10	427	13 10	427	Ullin	20
4 08	4 37	13 10	436	13 10	436	Pulaski	16
4 10	4 48	13 10	442	13 10	442	Ville Ridge	12
4 20	5 00	13 10	450	13 10	450	Mounds	8
4 50	5 30	2000	13 10	2000	13 10	CAIRO	0

*Crossing of Chicago, Alton and St. Louis Railroad.

**Crossing of Great Western Railroad.

†Crossing of Terre Haute, Alton and St. Louis Railroad.

‡Crossing of Mississippi and Acl. Railroad.

|||Crossing of Ohio and Mississippi Railroad.

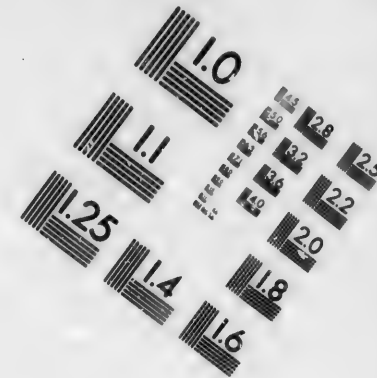
§§Junction of Chicago Branch Railroad.

*Connects
Junction
Crossing
Crossing
Crossing

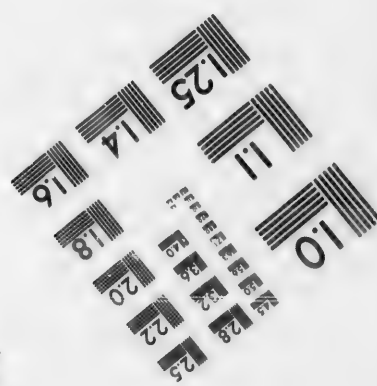
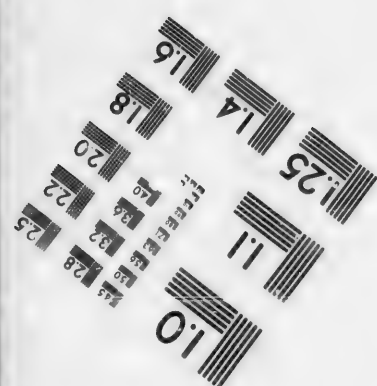
308	10 30	10 17	11 30
299	10 60	9 47	11 08
288	10 20	9 16	10 38
277	9 80	8 47	10 10
268	9 55	8 20	9 44
265	9 45	8 10	9 35

La Salle	308
Tonica	299
Wanona	288
Minook	277
Panola	268
El Paso	265





Resolution test chart showing patterns of vertical and horizontal lines with numerical values ranging from 1.0 to 2.5.



**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

1.4 1.8 2.0 2.2 2.5 2.8 3.2 3.6 4.0

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GREAT WESTERN (ILL.) RAILROAD.

JOHN M. CATLIN, Pres., New York City. A. MITCHELL, Supt., Springfield, Ill.
C. A. WILSON, Gen. Ticket Agent, Springfield, Ill.

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DANVILLE TO NAPLES					STATIONS.		NAPLES TO DANVILLE			
Exp.	Pass.	Pop'n.	c.	Ms	TRAINS		Ms	c.	Pass.	Pass.
P M	A M				DE'PT	AR'VE	P M	A M		
12 50	3 50		7 45	0	Ind. St. Line	175	6 35	2 50	3 50	
1 11	4 12	2000	7 50	14	DANVILLE*	168	6 00	2 30	3 29	
1 31	4 33		35	19	Catlin...	162	5 80	2 12	3 10	
			60	26	Salina...	155	5 60			
2 15	5 14		80	35	Homer...	149	5 35	1 30	2 25	
2 35	5 33		1 00	41	Sidney...	141	5 05	1 10	2 03	
3 07	6 05		1 35	47	Tolono†	132	4 75	12 35	1 30	
3 22	6 20		1 50	51	Sadorus...	127	4 60	12 20	1 12	
			1 75	59	Ivesdale...	122	4 35			
4 01	7 00		1 95	63	Bement...	115	4 25	11 40	12 33	
4 27	7 26		2 25	68	Cerro Gordo	106	3 85	11 12	12 06	
4 42	7 40			72	Oakley...	103		10 57	11 53	
4 52	7 48		2 54	74	Sangamo...	100	3 65	10 48	11 44	
5 08	8 05	1500	2 70	79	Decatur†	94	3 45	10 32	11 27	
			2 85	86	Wyckle's...	90	3 25			
5 47	8 45		3 10	95	Long Point...	82	3 05	9 52	11 02	
6 05	8 58		3 25	99	Illioopolis...	78	2 85	9 39	10 48	
			3 50		Lanesville...	73	2 65			
6 32	9 30		3 60	102	Mechanicab'g	69	2 50	9 10	10 07	
6 41	9 38		3 70	105	Dawson's...	66	2 40	9 02	9 58	
6 56	9 50		3 85	111	Jamestown...	62	2 25	8 50	9 43	
7 20	10 15	8500	4 05	111	Springfield§	55	2 10	8 30	9 20	
				119	Junction||	53		8 22	7 30	
			4 35	126	Schuyler...	46	1 75			
			4 50	129	Ketchum...	42	1 60			
8 19	11 30			131	Berlin...	39		7 35	6 05	
8 29	11 40	500	4 70	136	Island Grove	36	1 40	7 27	5 53	
				141	Alexander's...	32				
8 51	12 05		4 90	149	Franklin...	30	1 20	7 05	5 23	
9 21	12 40	3000	5 20	156	Jacksonville	22	95	6 36	4 44	
10 00	1 25		5 65	159	Concord...	12	50	6 05	3 54	
10 08	1 33		5 65	161	Morgan City	10	50	6 00	3 45	
10 27	1 55		5 80	168	Van Gundy's	5	35	5 44	3 20	
10 45	2 15		6 00	175	NAPLES**	0	0	5 30	3 00	
P M	P M				AR'VE	DEP'T		A M	P M	

†Refreshment Stations.
‡Junc. of Sangamon and Massac.
**Con. with Quincy and Eastern.

*Con. with Toledo, Wab. & West.
†Cross. of Chicago Br. of Ill. Cent'l.
‡Crossing of Illinois Central.
§Cross. of Chicago, Al. & St. Louis.

RAILROADS DEPARTING FROM CHICAGO.—Chi. and Milwaukee; Chi. St. Paul and Fon du Lac; Fox Riv. Val. and Wis. Cen.; Galena and Chicago Union; Chi., Ful. and Iowa; Chi. Bur. and Quin.; Chi. and Rock I.; Chi., Al. & St. L.; Ill. Cent. Chi. Br.; Michigan Central; Michigan Southern and Northern Indiana; Pittsburg, Fort Wayne and Chicago; New Albany and Salem; Beloit Branch of Beloit and Madison; Cincinnati, Peru and Chicago.

MILWAUKEE & MISSISSIPPI R. R.

JOHN CATLIN Pres., Milwaukee. WM. JERVIS, Gen. Supt., Milwaukee, Wisconsin. EDWARD H. WILLIAMS, Assistant Supt., Janesville, Wisconsin.

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MILWAUKEE TO PR. DU CHIEN.						STATIONS.		P. DU CHIEN TO MIL.			
Exp.	Acc.	Pass.	Pop'n.	\$ c	Mls.	TRAINS		Mls.	Exp.	Acc.	Pass.
A M	P M	P M				DEP'T	AR'VE		P M	A M	A M
11 00	5 05	4 20	50000	0	0	MILWAUKEE	192	5 00	10 55	11 35	
11 14		4 45	2500	25	6	Wauwatosa	186	4 45		11 14	
11 27	5 36	5 19		40	10	Elm Grove	182	4 32	10 25	10 45	
11 39	5 52	5 30		55	14	Watertown June	178	4 19	10 10	10 25	
				60	17	Forest House	175				
11 58	6 13		1000	60	21	Waukesha	171	4 01	9 50		
12 18	6 38		1289	95	29	Genesee	163	3 36	9 25		
				1 10	31	North Prairie	161				
12 38	7 08		816	1 10	37	Eagle	155	3 15	8 58		
12 52	7 26		1200	1 35	42	Palmyra	150	2 58	8 40		
1 17	7 53		1400	1 60	51	Whitewater	141	2 38	8 12		
1 31	8 07		1000	1 80	57	Lima	135	2 19	7 48		
1 45	8 28		1032	1 95	62	Milton	130	2 05	7 32		
						BRA. TO MONROE					
8 55	3 30			1 95	62	Janesville	42	3 40	11 58		
9 15	3 20		6500	2 10	70	Janesville June	34	3 20	11 30		
	4 25			2 80	89	Brodhead	15		10 15		
	5 30		4000	3 25	104	Monroe	0		9 00		
						MAIN LINE CON					
2 21	8 53		7500	2 20	71	Edgerton	121	1 35	7 05		
2 48	9 20		300	2 60	81	Stoughton	111	1 08	6 40		
3 13	9 44			2 90	89	McFarland	103	12 44	6 18		
3 35			9863	3 10	96	Madi	96	12 26	6 00		
3 54				3 35	102	Middleton	90	12 03			
4 16			524	3 50	110	Cross Plains	82	11 42			
4 29			150	3 70	115	Black Earth	77	11 30			
4 54				3 80	119	Mazomanie	73	11 20			
5 09				4 05	125	Arena	67	10 50			
5 29				4 30	132	Spring Green	60	10 30			
5 48				4 55	139	Lone Rock	53	10 14			
6 06				4 80	145	Avoca	47	9 54			
6 21				5 00	151	Muscoda	42	9 39			
6 52				5 50	166	Boscobel	26	9 09			
7 17				5 25	176	Wauzeka	16	8 44			
7 37				5 85	183	Wright's Ferry	9	8 24			
8 00				5 85	192	PRAIRIE DU CHIEN	0	8 00			
P M	P M	P M				AR'VE	DEP'T		A M	A M	A M

*Connects with Chicago and Milwaukee RR. †Crossing of the Chicago, St. Paul & F. du Lac. *Con. with La Cross & Mil. ‡Junc. of Beloit & Madi. †Con. Water. Div. of La Cross & Mil. †Stages—Mineral Point, Sauk, etc., and Galena. †Con. with Fox Riv. Val.

Refreshment Stations.
Junc. of Sagamon and Massac.
*Con. with Quincy and Eastern.

*Con. with Toledo, Wab. & West.
†Cross. of Chicago Br. of Ill. Cent'l.
†Crossing of Illinois Central.
‡Cross. of Chicago, Al. & St. Louis.

Milwaukee; Chi.
na and Chi.
an Rock I.;
ran South-
cage; New
Cincinnati.

CHICAGO & R'K ISLAND, & PEORIA & BUREAU VALLEY RAILROADS.

C. & I. R. R.—HENRY FARNUM, Pres., Chicago | JNO. F. TRACY, Supt. Chicago
P. & B. V. R. R.—NORMAN B. JUDD, Pres. N. Y. | W. H. WHITMAN, Asst. Supt.
W. L. ST. JOHN, General Ticket Agent, Chicago.

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CHICAGO TO ROCK ISLAND.						STATIONS.		ROCK ISLAND TO CHIC.					
Exp.	Acc.	Exp.	Pop'n	\$ c.	Ms.	TRAINS		Ms.	\$ c.	Exp.	Acc.	Exp.	
A M	P M	P M				DEPT	ARRIVE			A M	A M	P M	
9 00	5 25	9 00	125000	0	0	CHICAGO*	182 5 00	5 0		9 40	6 55		
9 20	5 45	9 20	20	7		Junction†	175 5 00	4 55		9 20	6 35		
9 45	6 10	9 47	50	16		Blue Island..	166 4 85	4 5		8 55	6 10		
10 02	6 30	10 08	500	75	24	Bremen ..	158 4 60	3 55		8 35	5 48		
10 18	6 45	10 25	1 00	30		Mokena ..	152 4 35	3 30		8 20	5 33		
10 50	7 15	10 55	8000	1 25	40	Joliet†	142 4 10	2 50		7 50	5 05		
11 15		11 25	1 60	51		Minooka..	131 3 75	2 10			4 38		
11 42		11 55	1400	1 90	62	Morris ..	120 3 45	1 35			4 10		
12 05		12 25	1000	2 25	72	Seneca ..	110 3 10	12 56			3 43		
12 18		12 40	2 35	77		Marseilles	105 3 00	12 40			3 30		
12 40		1 05	8000	2 50	84	Ottawa ..	97 2 85	12 10			3 10		
1 05		1 35	2 85	94		Utica ..	88 2 55	11 40			2 45		
1 20		1 50	5200	3 00	98	La Salle†	82 2 45	11 25			2 30		
1 30		2 00	3500	3 00	100	Peru ..	82 2 45	11 15			2 20		
1 55		2 30	3 30	110		Trenton ..	72 2 15	10 45			1 55		
2 05			3000	3 40	114	Bureau ..	58 2 00	10 30			1 45		
						Br'ch to Peoria.							
2 25		2 55				Bureau ..	47 1 70	10 10			1 25		
2 50		3 23	3 70	122		Snatchwine..	39 1 40	9 43			1 00		
3 07		3 43	1500	3 90	127	Henry ..	34 1 20	9 25			12 40		
3 30		4 07	1300	4 15	135	Lacon ..	26 95	9 00			12 18		
3 55		4 35	1000	4 45	143	Chillicothe..	18 65	8 32			11 50		
4 03		4 45	800	4 55	145	Rome ..	15 55	8 20			11 40		
4 20		5 05	4 75	151		Mossville ..	10 35	8 00			11 23		
4 50		5 40	23000	5 00	161	Peoria†	0 0	7 30			10 50		
						Main Line Cont.							
2 45		3 07	1000	3 65	122	Tiskilwa ..	59 1 80	9 47			1 07		
3 00		3 25	500	3 80	124	Pond Creek††	53 1 60	9 28			12 53		
3 20		3 45	1000	4 00	136	Sheffield ..	45 1 35	9 05			11 35		
3 40		4 10	500	4 30	145	Annawan ..	36 1 10	8 35			12 12		
4 12		4 45	4000	4 75	159	Geneseo ..	23 70	8 00			11 42		
4 40		5 15	200	5 00	169	Colona ..	12 40	7 30			11 15		
5 10		5 50	3000	5 00	179	Moline ..	2 10	7 00			10 43		
5 20		6 00	10000	5 00	182	Rock Island**	0 0	6 50			10 35		
P M	P M	P M				ARRIVE DEPT				P M	A M	A M	

*Railroads departing from Chicago, p. 68. †June. Michigan Southern R.R.
†June. Chi., Alton & St. Louis R.R. †Crossing of Illinois Central R.R.
†Con. C., Bur. & Quincy R.R.
†Cross. of Peoria & Oqua. R.R.
**Connects with Mississippi and Missouri R.R., by Bridge over the Mississ. River;
Steamboats from Chicago, La Salle, Peoria and Rock Island, to all ports.

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CHICAGO AND ROCK ISLAND, AND PEORIA AND BUREAU VALLEY RAILROADS.

[ADVERTISEMENT.]

This is the only Railroad that Crosses the Miss'ippi River,

And without the delay of ferrying and change of cars; being in operation to the Capitol of Iowa, the most westerly point yet reached by rail. FOR CENTRAL AND WESTERN IOWA, KANSAS AND NEBRASKA

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MISSISSIPPI & MISSOURI RAILROAD.

JOHN A. DIX, Pres., New York, City. J. F. TRACY, Supt., Davenport, Io.
B. L. CARROLL, Western Agent, Davenport, Io.

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ROCK ISLAND to Io. CITY.					STATIONS.		I. CITY TO R. Isl'd			
Exp.	Exp.	Pop'n.	\$ c	Mls	TRAINS		Mls	\$ c	Exp.	Exp.
P M	P M				DEP'T	AR'VE			A M	A M
5 30	6 10	10000	0	0	Rock Island*		55	2 25	6 40	10 25
5 45	6 50	15000		1	Davenport		54	2 25	6 25	10 10
	7 55		50	14	Walcott		41	1 75	5 25	
	8 13		70	18	Fulton		37	1 55	5 10	
	8 25		80	21	Durant		34	1 40	5 00	
	8 50		1 00	26	Wilton		29	1 15	4 40	
					BR. TO WASHINGTON.					
	9 50	6500	1 50	39	Muscataine		20	80	3 40	
	10 40			51	Ononwa		55		2 50	
	11 20				Clifton				2 15	
	12 00				Ainsworth				1 44	
	12 35		3 00	59	Washington†		0	0	1 10	
					MAIN LINE CON.					
	9 05		1 15	30	Moscow		25	1 00	4 20	
	9 26		1 35	35	Atalissa		20	85	3 55	
	9 50		1 60	40	West Liberty		15	60	3 35	
	10 12		1 85	45	Downey		10	40	3 10	
	10 50		2 25	55	IOWA CITY		0	0	2 40	
A M	A M				AR'VE	DEP'T			P M	A M

*Con. Chicago & Rock Island. †Stages Con. for Des Moines, Council Bluffs, and Fort Kimney.

EAU

Chicago
st. Supt.

Guide.

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Miss. River;

ports.

April 10.

April 10.

GALENA & CHICAGO UNION RAILROAD.

JOHN B. TURNER, President, Chicago, Ill.
J. C. MCALPINE, Asst. Pres., and Chief Engineer.
PHILIP A. HALL, Superintendent, Chicago.
H. H. FORTER, Gen. Ticket Agent, Chicago, Ill.

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CHICAGO TO DUNLEITH.										DUNLEITH TO CHICAGO.									
Pass					Pass					Pass					Pass				
A M	P M	A M	P M	Pop'n	A M	P M	A M	P M	M s	A M	P M	A M	P M	A M	P M	A M	P M	A M	P M
7 45	8 00	9 15	4 00	125000	8 20	8 30	9 15	9 00	...	4 50	5 10	7 15	9 15	9 50	4 20	4 10	5 45	4 20	5 45
8 23	8 27	9 55	4 28	...	8 58	9 37	10 00	9 00	...	4 20	4 30	6 35	8 43	9 00	3 42	3 23	5 20	3 42	5 20
8 41	8 43	10 12	4 47	1000	9 17	10 04	...	16	...	3 52	4 05	6 20	8 24	8 36	3 23	5 04	...	...	...
8 52	8 54	10 23	4 59	...	9 29	10 20	...	20	...	3 35	3 50	6 10	8 12	8 21	3 12	4 52	...	...	...
8 58	9 02	10 30	5 08	...	9 38	10 32	...	22	...	3 25	3 42	6 05	8 03	8 12	3 03	4 45	...	...	...
9 06	9 08	10 37	5 15	...	9 44	10 41	...	25	...	3 16	3 33	5 59	7 57	8 03	2 57	4 38	...	...	...
9 12	9 15	10 44	5 23	...	9 53	10 53	...	27	...	3 05	3 23	5 53	7 48	7 59	2 48	4 30	...	...	...
9 19	9 23	10 52	5 32	...	10 00	11 04	...	30	...	2 55	3 15	5 47	7 40	7 47	2 40	4 23	...	...	...
Br. Line to FULTON.										Through Fare 65 15									
9 37	10 00	...	5 51	1200	11 30	...	...	...	...	2 53	...	...	7 13	...	...	4 05	...	...	...
10 00	10 17	...	6 16	...	12 05	...	...	...	...	1 58	...	...	6 45	...	...	3 37	...	...	...
10 17	10 31	...	6 34	...	12 26	...	...	...	...	1 33	...	...	6 26	...	...	3 00	...	...	...
10 31	10 40	...	6 50	...	12 48	...	...	...	...	1 13	...	...	6 10	...	...	2 50	...	...	...
10 40	10 56	...	7 00	500	1 00	...	...	...	...	1 00	...	...	6 00	...	...	2 30	...	...	...
10 56	11 10	...	...	...	1 23	...	...	...	...	12 38	...	...	...	...	...	2 13	...	...	...
11 10	11 28	...	...	...	1 43	...	...	...	...	12 17	...	...	...	...	...	1 53	...	...	...
11 28	11 49	...	...	...	2 06	...	...	...	...	11 54	...	...	...	...	...	1 25	...	...	...
11 49	12 04	...	...	...	2 37	...	...	...	...	11 23	...	...	...	...	...	1 08	...	...	...
12 04	12 17	...	...	...	2 56	...	...	...	...	11 04	...	...	...	...	...	12 52	...	...	...
12 17	12 45	...	...	...	3 13	...	...	...	...	10 45	...	...	...	...	...	12 35	...	...	...
12 45	1 18	...	...	...	3 34	...	...	...	...	10 27	...	...	...	...	...	11 48	...	...	...
1 18	1 28	...	...	...	4 17	...	...	...	...	9 43	...	...	...	...	...	11 37	...	...	...
1 28	...	...	...	...	4 80	...	...	...	...	9 28	...	...	...	...	...	...	...	...	...
1	2	3	4	5	6	7	...	...	...	7	6	5	4	3	2	1	...	...	...

9 07	8 47	8 00
11 18	11 04	10 30

Round Grove	119
Morrison	124
Fulton	136

1	2	3	4	5	6	7
1 43	1 58	3 30	...	...	...	...
4 52	5 13	6 00	...	...	...	...

MAIN LINE CONT'D.

CHICAGO, BURLINGTON & QUINCY RAILROAD

JAS. S. JOY, Pres., Chicago, Ill. C. G. HAMMOND, Supt., Chicago, Ill.
H. HITCHCOCK, Ass't Supt. SAM'L POWELL, Gen Ticket Ag't, Chicago

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CHICAGO TO QUINCY & BUR'T'N.					STATIONS.		BURL'TON & Q TO C			
Exp	Exp	Pass	Pop'n	\$ c M s	DEP'T	AR'VE	Ma	Exp	Exp	Pass
A M	P M	P M					A M	P M	A M	
7 45	7 45	4 15	125000	0	.....	CHICAGO*	210	7 15	7 15	9 50
8 23	8 20	5 10	1000	9	.....	Harlem	.....	6 35	6 35	9 00
8 41		5 36	.....	16	.....	Cottage Hill	194	6 20	6 18	8 36
8 52		5 52	.....	70	20	Babcock's Grove	190	6 10	6 07	8 21
8 58		6 02	.....	85	25	Danby	188	6 05	6 01	8 12
9 06		6 12	.....	90	27	Wheaton	183	5 59	5 55	8 03
9 12		6 21	500	95	30	Winfield	180	5 53	5 49	7 59
9 19	9 02	6 31	.....	95	30	Junction	174	5 47	5 43	7 45
9 34		6 54	600	1 15	36	Batavia	167	5 34	5 29	7 25
9 52	9 30	7 20	3000	1 35	43	Aurora	166	5 18	5 12	6 40
9 56		7 25	.....	1 45	44	West Aurora	163	5 15	5 09	6 35
10 06		7 38	1000	1 50	47	Oswego	159	5 07	5 00	6 24
10 15		7 51	1000	1 60	51	Bristol	159	5 00	4 52	6 12
10 30		8 15	.....	1 75	57	Plano	153	4 46	4 38	5 52
10 42		8 31	.....	1 90	61	Sandwich	149	4 46	4 28	5 36
11 51		8 44	.....	2 00	64	Somonauk	146	4 28	4 20	5 24
11 08	10 25	9 08	.....	2 20	71	Leland	139	4 14	4 06	5 02
11 26		9 34	.....	2 40	77	Earl	133	3 58	3 50	4 38
11 55	11 05	10 15	.....	2 70	88	ar { MENDOTA { lv	123	3 36	3 25	4 00
12 15	11 10	1 15	.....	2 95	97	lv {	106	3 30	3 20	3 00
12 38	11 33	2 10	.....	3 15	104	Arlington	104	3 08	2 58	2 10
12 57	11 52	2 50	.....	3 30	109	Malden	99	2 50	2 36	1 32
1 12	12 07	3 23	400	3 55	116	Princeton	94	2 34	2 20	1 02
1 29	12 25	4 00	.....	3 70	122	Wyanet	88	2 16	2 02	1 25
1 45	12 41	4 35	.....	3 90	128	Buda	82	2 00	1 45	1 15
2 03	12 57	5 11	.....	4 15	136	Neponset	74	1 42	1 27	1 16
2 26	1 20	5 56	.....	4 40	144	Kewanee	66	1 20	1 02	10 30
2 50	1 44	6 45	.....	4 60	152	Gulvy	58	12 46	12 31	9 44
3 12	2 06	7 26	.....	4 70	160	Altona	50	12 26	12 14	9 03
3 24	2 18	7 48	.....	4 85	168	Oneida P. O.	42	12 12	12 03	8 41
3 37	2 33	8 15	.....	5 00	168	Wataga	.....	11 57	11 48	8 15
4 10	3 10	11 25	2500	5 00	168	GALESBURG||	.....	11 15	11 10	6 55
9 20	7 30	9 45	13 57	8 00	268	QUINCY||	.....	6 10	6 00	7 30
4 36	3 38	12 05	.....	5 30	177	Cameron	33	10 49	10 45	6 15
4 56	4 00	12 50	.....	5 55	184	Monmouth	26	10 29	10 26	5 45
5 15	4 22	1 25	.....	5 75	191	Young America	19	10 11	10 09	5 14
5 46	5 00	2 20	.....	6 00	202	Oquawka Junct'n	8	9 37	9 38	4 06
6 10	5 30	3 00	10000	6 00	210	E. BURLINGTON§	0	9 15	9 15	3 15
P M	A M	P M				AR'VE	DEP'T	P M	A M	P M

*Railroads diverging from Chicago p; 68; †Crossing of Illinois Central RR
||Con. with Quincy and Chicago RR; ‡Stages—Dixon, Fulton, Lyons,
Rock Island; §Con. with Bur. and Miss.

Standard of Time—Clock in Chicago Depot.

[April 3.]

CHICAGO, BURLINGTON AND QUINCY RAIL-ROAD, Continued.

(FORMERLY NORTHERN CROSS R. R.)

N. BUSHNELL, Pres., Quincy, Ill. C. G. HAMMOND, Sup't, Chicago, Ill.

Please inform the Publisher, for correction, if any errors are found in this Guide

RAILROAD

Chicago, Ill.
St. Chicago

this Guide.

N & Q TO C

Exp.	Pass.
P M	A M
7 15	9 50
6 35	9 00
6 18	8 36
6 07	8 21
6 01	8 12
5 55	8 03
5 49	7 59
5 43	7 45
5 29	7 25
5 12	6 40
5 09	6 35
5 00	6 24
4 52	6 12
4 38	5 52
4 28	5 36
4 20	5 24
4 06	5 02
3 50	4 38
3 25	4 00
3 20	3 00
2 58	2 10
2 36	1 32
2 20	1 02
2 02	12 25
1 45	11 51
1 27	11 16
1 02	10 30
12 31	9 44
12 14	9 03
12 03	8 41
11 48	8 15
11 10	6 55
6 00	7 30
10 45	6 15
10 26	5 45
10 09	5 14
9 38	4 06
9 15	3 15
A M	P M

Central RR
ulton, Lyons,

[April 3.

QUINCY TO GALESBURG.					STATIONS.		GALESBURG TO QUINCY.			
Exp.	Exp.	Pop'n.	c.	M.	TRAINS		M.	c.	Exp.	Exp.
P M	A M				DEPART	ARRIVE			P M	A M
6 10	6 00	13957	0	0	QUINCY*	1003 00	9 20	7 30		
6 37	6 25		35	9	Chilola	912 80	8 51	7 08		
6 43	6 31		40	11	Fowler	892 70	8 45	7 03		
7 01	6 47		55	17	Coatsburg	832 55	8 26	6 47		
7 16	7 03	988	70	22	Camp Point†	782 40	8 10	6 34		
7 42	7 29		95	30	La Prairie	702 15	7 4			
8 03	7 50		1 13	37	Augusta	651 95	7 22	5 53		
8 15	8 02		1 30	41	Plymouth‡	591 85	7 10			
8 29	8 16		1 40	45	Colmar	551 60	6 56			
8 46	8 34		1 60	51	Tennessee	491 55	6 38			
8 54	8 42		1 65	53	Colchester	471 45	6 31			
9 13	9 01	1400	1 85	59	Macomb	411 35	6 12	4 46		
9 35	9 23		2 05	67	Bardolph	331 05	5 51			
9 48	9 37		2 20	71	Bushnell	29 95	5 37			
10 06	9 55		2 35	77	Prairie City	23 75	5 19	4 02		
10 14	10 04		2 45	80	Avon	20 05	5 11			
10 27	10 17	250	2 60	84	St. Augustine	16 55	4 58			
10 46	10 36		2 75	90	Abingdon	10 35	4 30			
11 00	10 50		2 90	95	Saluda	5 20	4 25			
11 15	11 10	2500	3 00	100	GALESBURG||	0 0	4 10	3 10		
P M	A M				ARRIVE	DEPART			P M	A M

*Connects with Quincy and East. RR, open to Mt. Sterling, and from thence by stage to Naples; †Stages to Keokuk and Warsaw; ‡Con. with Chicago, Burlington & Quincy RR. ||Con. with Peoria and Oquawka RR.

Chicago, Burlington and Quincy Rail Road,

[ADVERTISEMENT.]

The only direct and expeditious route from Chicago to Burlington and Quincy. Two through trains daily each way; fast Express time from Chicago to Burlington, 10 hours and 5 minutes; from Galesburg to Quincy, 5 hours. All baggage checked through.

The railway connections at Chicago are the Illinois Central, the Galena and Chicago Union, Michigan Central, Chicago and Rock Island, Michigan Southern and Northern Indiana, and the Chicago, St. Paul and Fond du Lac Railroads. At Mendota, there are stage connections to Dixon, Lyons, Fulton, and Rock Island. Passengers for La Salle, Bloomington, Centralia and Cairo will have to change cars at Mendota; passengers for Quincy change cars at Galesburg. Trains make close connections and leave immediately on the arrival of the cars from Chicago.

FOR KEOKUK.—Two packets leave Quincy daily for Keokuk, making the trip in from 3 to 4 hours. Stages leave Plymouth on the arrival

Stages for Hannibal, Palmyra, St. Joseph, daily.

Chicago, Burlington and Quincy RR. Continued.

[ADVERTISEMENT.]

of Night Train from Chicago and Morning Train from Galesburg, reaching Keokuk at 3 P. M. An early Morning Stage also takes passengers who have remained over night, reaching Keokuk at 1 P. M. Only 23 miles staging.

FOR HANNIBAL—Two packets leave Quincy daily for Hannibal, connecting with the Hannibal and St. Joseph Railroad.

FOR ST. LOUIS AND ALTON—Two packets leave Quincy daily for Alton and St. Louis, making the usual landings.

FOR ST. JOSEPH—A line of Mail Coaches leaves Quincy Mondays, Wednesdays and Fridays, (it will soon be a daily line,) for Palmyra (connecting with the Hannibal & St. Joseph Railroad,) and St. Joseph. By far the pleasantest and quickest route to Kansas and Nebraska. Frost's Line of Coaches from St. Joseph to Council Bluffs. There are five lines of Daily Stages running from St. Joseph to all parts of the West. The Quincy and St. Joseph Coaches will run from the end of the track of the Hannibal & St. Joseph Railroad (now being fast built,) in the spring, and will lessen the time over the river route from four to eight days, and about two days less than through Iowa.

Through Tickets can be purchased at all the Principal Offices.

During navigation a Daily Line of First Class Packets will run in connection with the Road, from Quincy to Keokuk, Warsaw, Alexandria, Tully, Canton, La Grange, and to Marion City and Hannibal. Also a line to Alton and St. Louis, making the usual landings.

—The Hannibal and St. Joseph Railroad is now finished, and as the Coaches will run from the end of track, travelers will find it to their interest to take this route. The Quincy & Palmyra Railroad will be completed at an early day. In the interim, Coaches will make prompt and sure connections. Entirely new, four horse Concord Coaches are run and it is probably the best stage line in the West.

MILWAUKEE AND HORICON RAILROAD.

J. B. SMITH, Pres., New York.

JESPER VLIET, Supt., Milwaukee.

MILWAUKEE TO BERLIN.				STATIONS.		BERLIN TO MIL.			
Pass.	Pass.	Pop'n.	\$ c. M.	TRAINS.		M \$ c.	Pass	Pass	
P M	P M			DEPT	AR'VE		P M	A M	
		40000	0 0	MILWAUKEE*	93 3 25				
9 05	1 00	1000	1 75 51	Horico.	42 1 60	12 40	8 46		
9 21	1 21	700	1 95 56	Burnett.	57 1 50	12 24	8 25		
9 34	1 38		2 10 62	Mill Creek.	31 1 30	12 11	8 08		
9 40	1 58	1000	2 30 66	Waupun.	27 1 15	11 56	7 48		
10 10	2 35		2 60 74	Brandon.	19 8 11	11 35	7 00		
10 28	2 52		2 70 77	Reeds Corners	16 65	11 22	6 42		
10 38	3 06		2 85 81	Ripon.	12 50	11 12	6 28		
10 50	3 31		3 05 86	Rush Lake.	7 25	10 55	5 55		
10 57	3 40		3 10 88	Walbridge.	5 20	10 48	5 46		
11 09	3 56	1400	3 25 93	Berlin.	0 0	10 36	5 30		
P M	P M			AR'VE	DEPT		A M	A M	

*Con. Chicago & Milwan.
 *Con. Mil. and Mississippi.
 †Con. LaCrosse & Milwan.
 †Crossing of Chicago, St. Paul, and Fond du Lac.
 †Stages to Stevens Point.

CHICAGO, ALTON & ST. LOUIS RAILROAD.

HON. J. A. MATTESON, Pres., Springfield. A. H. MOORE, Gen. Supt.
N. H. MOORE, Supt. Nor. Div. A. D. ARBOTT, Supt. S. Div.
S. H. WILLIAMS, Gen'l Ticket Agent, Bloomington, Ill.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CHICAGO TO ST. LOUIS					STATIONS.		ST. LOUIS TO CHIC			
Exp.	Exp.	Pop'n.	\$	c. M.	TRAINS		M.	\$	c.	Exp.
A M	A M				DEP'T	AR'VE				P M
7 15	11 50	125000	0	0	CHICAGO*		61	8	00	9 00
5 30	10 13	4000	1	25	JOLIET		74	5	35	10 40
5 00	9 26		1	50	Elwood		23	7	10	11 12
4 38	9 03	1346	1	75	Wilmington		23	6	85	11 35
4 21	8 46		1	95	Stewart's Grove		22	6	70	11 49
4 05	8 30		2	10	Gardner		21	6	55	12 04
3 40	8 06		2	35	Dwight		21	6	25	12 27
3 15	7 44		2	60	Odell		20	6	00	12 50
2 35	7 07		2	90	Pontiac		19	5	60	1 32
1 55	6 26		3	20	Peoria Junc.		18	5	40	2 10
1 25	6 03		3	40	Lexington		17	4	15	2 33
1 00	5 40		3	65	Towanda		16	4	95	2 56
12 38	5 20		1	26	I. C. R. R. Junc.		15	9		3 14
12 28	5 10	2500	3	90	ar. } BLOOM. { lv		15	4	70	3 24
11 54	4 34		3	10	lv. } BLOOM. { ar					4 02
11 24	3 58		1	35			15	4	25	4 35
11 07	3 40		4	40			14	4	10	4 53
10 50	3 24		4	50			13	3	95	5 15
10 25	2 56		4	65			13	3	75	5 35
10 05	2 36		4	85			12	3	50	5 55
9 49	2 20		5	05			12	3	50	6 12
9 31	2 02		5	15			11	5	30	6 30
9 16	1 40		5	30	Williamsville		10	9	35	6 43
9 08	1 36		5	55	Sangamon		10	2	90	6 52
8 50	1 18	7500	5	70	SPRINGFIELD		9			7 10
8 42	1 10		1	90	G. W. R. R. Junc.		9	5	2	7 30
8 12	12 43		5	85	Woodside		9	2	65	7 45
8 00	12 33	400	5	95	Chatham		8	2	4	8 00
7 34	12 13	500	6	25	Auburn		8	1	25	8 18
7 16	11 55		6	35	Virden		7	9	15	8 35
7 02	11 41		6	50	Girard		7	1	20	8 49
6 48	11 27		6	60	Nilwood		6	8	1	9 03
6 25	11 05	800	6	85	Carlinville		5	9	55	9 27
6 05	10 45	200	7	00	Macoupin		5	3	45	9 46
5 50	10 30		7	20	Plainview		4	8	1	10 00
5 36	10 16		7	25	Shipman		4	4	15	10 16
5 18	10 10		7	45	Providence		3	9	1	10 34
5 08	9 50	450	7	50	Brighton		3	6	90	10 50
4 46	9 34	500	7	50	Monticello		2	9	50	11 10
4 30	9 15	6000	7	50	Alton		2	5	0	11 30
3 00	7 45	130000	8	00	East St. Louis		0			12 55
P M	A M				AR'VE	DEP'T				P M

*Crossing of Illinois Central RR.

†Crossing of C. & W. Western RR.

‡Con. Alton & Illinois RR.

§Standard of Time—Clock at Bloomington.

*Railroads diverging from Chicago, p. 68.

†Junction of Chicago and Rock Island RR.

‡Junction of Peoria and Quincy RR.

§Standard of Time—Clock at Bloomington.

Continued.

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Con. Mil. and Mississippi.

†Con. LaCrosse & Milwan.

†Crossing of Chicago, St. Paul,

and Fond du Lac.

†Stages to Stevens Point.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD.

J. E. THOMSON, Pres., Philadelphia, Pa.

JOSEPH H. MOORE, Sup't., Cresline, O.

Please inform the publisher, for correction, if any errors are found in this Guide.

Pittsburg to Chicago.										Chicago to Pittsburg.									
STATIONS.										STATIONS.									
Exp.	Mail.	Pass.	Acc.	Pop'n.	\$ c.	Mis.	DEPART	ARRIVE		Mis.	\$ c.	Mail.	Pass.	Exp.	Acc.	PA.			
12 15	6 50	12 35	9 30	130000	0	0	Pittsburg	Chicago	467	11 50	3 40	8 10	2 55	7 59	2 45				
7 13	7 13		9 54	25	6		Courtney's		459	11 25				7 24					
12 43	7 22	1 03	10 00	35	10		Hayville		455	11 15	3 00	7 38	1 52	7 22	2 16				
12 47	7 27	1 07	10 12	1100	40	12	Sewickley		453	11 10	2 54	7 34	1 47	7 14	2 12				
			10 19	1500	45	14	Shousetown		451	11 05			1 42	7 07					
12 59	7 42	1 37	10 32	1390	55	17	Economy		448	10 95	2 36	7 19	1 32	6 55	1 59				
1 05	7 49	1 44	1 25	10 41	65	21	Remington		444	10 85	2 28	7 12	1 26	6 46	1 53				
			1 33	10 46	70	23	Freedom		442	10 80		7 03		6 40					
			1 35	1521	75	25	Rochester		440	10 75	2 17	6 54	1 13	6 34	1 45				
			1 37	1591	75	25	New Brighton		437	10 65	2 03		1 03						
			1 39	2900	85	28	Darlington		427	10 34	1 36	6 28	12 40						
			1 40	1260	1 20	38	Enon		421	10 15	1 23	6 15	12 30						
			1 41	1 35	44		Palatine		416	10 00	1 10	6 02	12 00						
			1 42	1 50	49		N. Waterford		411	9 55	12 57	5 49	12 10						
			1 43	1 65	54		Columbiana		406	9 45	12 44	5 37	12 00						
			1 44	1 75	59		Franklin		400	9 55	12 28	5 32	11 47						
			1 45	2500	2 05	69	Salem		396	9 45	12 18	5 12	11 39						
			1 46	300	2 20	74	Danascus		391	9 30	12 05	4 59	11 27						
			1 47	2 30	77		Smithfield		388	9 20	11 58	4 52	11 21						
			1 48	500	2 45	82	ALLANCE		383	9 06	11 45	4 40	11 11						
			1 49	2 65	88		Strasburg		377	8 55	11 15	4 12	10 58						
			1 50	2 80	94		Louisville		371	8 29	11 00	3 59	10 46						
			1 51	3700	3 00	100	Canon		365	8 10	10 40	3 44	10 34						
			1 52	4500	9 25	108	Masilon		357	8 25	10 18	3 26	10 17						
			1 53	2587	3 45	115	Lawrence		350	8 05	9 58	3 10	10 01						
			1 54	3 55	119		Fairview		346	7 95	9 48	3 01	9 53						

Way Stations between Fort Wayne and Chicago, p. 11.				Way Stations between Fort Wayne and Chicago, p. 12.			
1	2	3	4	1	2	3	4
3 44 11 15	5 04			3 44 11 15	5 04		
4 00 11 35	5 24			4 00 11 35	5 24		
4 14 11 55	5 40			4 14 11 55	5 40		
4 22 12 02	5 49			4 22 12 02	5 49		
3 76 3 00 100				3 76 3 00 100			
4 50 3 25 108				4 50 3 25 108			
2 58 3 45 115				2 58 3 45 115			
3 55 119				3 55 119			
3 80 129				3 80 129			
4 00 134				4 00 134			
4 20 140				4 20 140			
4 30 143				4 30 143			
4 50 149				4 50 149			
4 65 155				4 65 155			
4 85 160				4 85 160			
5 00 167				5 00 167			
5 25 174				5 25 174			
5 35 179				5 35 179			
5 50 183				5 50 183			
5 60 187				5 60 187			
5 70 190				5 70 190			
6 00 199				6 00 199			
6 20 207				6 20 207			
6 50 216				6 50 216			
6 65 222				6 65 222			
6 85 228				6 85 228			
7 05 234				7 05 234			
7 30 245				7 30 245			
7 55 252				7 55 252			
7 75 259				7 75 259			
8 20 273				8 20 273			
11 02				11 02			
9 25 308				9 25 308			
9 55 318				9 55 318			
10 30 338				10 30 338			
10 40 358				10 40 358			
11 00 363				11 00 363			
11 50 383				11 50 383			
12 00 393				12 00 393			
12 10 403				12 10 403			
12 20 413				12 20 413			
12 30 423				12 30 423			
12 40 433				12 40 433			
12 50 443				12 50 443			
12 60 453				12 60 453			
12 70 463				12 70 463			
12 80 473				12 80 473			
12 90 483				12 90 483			
13 00 493				13 00 493			
13 10 503				13 10 503			
13 20 513				13 20 513			
13 30 523				13 30 523			
13 40 533				13 40 533			
13 50 543				13 50 543			
14 00 553				14 00 553			
14 10 563				14 10 563			
14 20 573				14 20 573			
14 30 583				14 30 583			
14 40 593				14 40 593			

NEW ALBANY AND SALEM RAILROAD.

D. D. WILLIAMSON, Trustee, N. Y. City. R. E. RICKER, Supt., New Albany, Ind.
W. W. TUTTLE, Gen. Ticket Agent, New Albany.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW ALBANY TO CHICAGO.						STATIONS.		CHICAGO TO N. ALB.			
Exp.	Exp.	Mail.	Exp.	Pop'n.	Mls	TRAINS.		Exp.	Mail.	Exp.	Exp.
P M	P M	A M	A M			DEP'T	ARRIVE	A M	P M	P M	P M
10 30	12 30	8 10		20000	0	NEW ALBANY		6 15	3 15		8 15
				6		Smith's Mill					
				10		Bennettsville					
11 28	1 27	9 08		19		PROVIDENCE		5 22	2 12		7 22
	1 54			21		Pekin			1 54		
				30		Harristown					
12 28	2 27	10 05		3500	35	SALEM		4 30	1 18		6 28
	3 06			45		Campbellsburg					
				47		Saltillo					
		11 05		52		Lancaster					
1 52	3 40	11 22		1800	57	ORLEANS		3 10	12 01		5 15
2 10	3 55	11 49		61		Mitchell*		2 50	11 40		4 55
				75		JOLIET					
		12 35		1250	81	BEDFORD			10 45		
				85		Harrodsburg					
		2 05		89		Smithville					
		2 28		3000	96	Bloomington			9 10		
		2 58		300	104	Ellettsville			8 35		
		3 25		900	113	GOSPORT			8 02		
				121		Quincy					
				800	127	Cloverdale					
		4 30		500	134	Putnamville					
		5 04		1882	139	GREENCASTLE			6 25		
		6 30		148		Bainbridge			5 34		
				158		Ladoga					
				3000	159	CRAWFORDSVILLE*			4 20		
				177		Linden					
		7 55	4 22	183		Corwin					
		8 10	4 38	196		Indianapolis		3 02	3 25		
				10000	197	LAFAYETTE		2 50	3 13		
				203		Battle Ground					
				210		Brookston				2 35	
		5 54		220		Reynold's		1 37	2 04		
		6 15		228		Bradford		1 13	1 25		
		6 38		237		Francesville		12 46	1 02		
				244		Medaryville			12 42		
		7 20		252		San Pierre		12 10	12 16		
				267		Rozelle					
		8 26		276		Westville		11 06	11 10		
		8 40		280		South Mich. R. R.		10 52	10 56		
		9 0		2353	288	MICHIGAN CITY||		10 30	10 30		
				125000	343	CHICAGO					
A M	P M	P M	A M			ARRIVE	DEP'T	A M	P M	A M	P M

*Junc. Lafayette and Ind. RR.

*Junc. Evansville and Craw. RR.

Through Fare to Michigan City, \$7.00.

Way Fare about 2½ cents per mile.

[Dec. 7.]

*Con. with Ohio and Mississippi Railroad.
|| Junction of Michigan Central Railroad.

AD.

Albany, Ind.

his Guide.

O N. ALB.

Exp. Exp.

P M P M

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DAYTON & WESTERN & INDIANA CENTRAL RAILROADS.

D. & W. R. R.—J. HARSHMAN, Pres., Dayton. J. M. SMITH, Sup't, Dayton. O. Ind. C. R. R.—J. S. NEWMAN, Pres., Centerville. W. F. DOGGETT, Sec., Dayton. J. HOOKER, Gen. Ticket Agent, Indianapolis, Ind.

Please inform the Publisher, for correction, if any errors are found in this Guide.

DAYTON TO IND'APOLIS.					STATIONS.		IND'S TO DAY'N.					
Exp.	Mail.	Mail.	Pop'n	\$ c.	Ms	TRAINS		Ms	\$ c.	Mail.	Mail.	Exp.
p m	p m	a m				DEP'T	AR'VE			a m	p m	a m
8 20		6 50	25500	0	0	 Dayton.....		108 3 25	11 00			1 28
9 02		7 32	1500	45	15	 Dodson.....		93 2 95	10 16			12 50
9 59		8 33	1000	1 15	35	 New Paris.....		73 2 30	9 16			11 50
10 15	8 00	9 00	4000	1 30	40	 Richmond.....		68 2 15	9 00	6 35	11 43	
10 46	8 35	9 34	600	1 60	52	 Germantown.....		56 1 70	8 27	5 58	11 12	
10 52	8 41	9 40	500	1 65	54	 Cambridge.....		54 1 65	8 21	5 52	11 07	
11 00	8 48	9 47	1900	1 70	56	 Dublin.....		52 1 60	8 14	5 44	11 00	
11 19	9 08	10 07	250	2 00	64	 Lewisville.....		44 1 35	7 55	5 25	10 41	
11 45	9 35	10 34	1000	2 30	73	 Knightstown.....		35 1 15	7 28	4 54	10 12	
12 20	10 16	11 10	500	2 70	87	 Greenfield.....		21 70	6 55	4 15	9 38	
12 47	10 46	11 36	300	3 00	97	 Cumberland.....		11 30	6 30	3 45	9 10	
1 20	11 15	12 00	20000	3 25	108	 Indianapolis.....		0	6 00	3 15	8 40	
a m	p m	m				AR'VE	DEP'T			a m	p m	p m

Jeffersonville Railroad.

D. RICKETTS, Pres., Louisville. A. S. CROTHERS, Supt., Jeffersonville. H. H. REYNOLDS, Gen. Ticket Agent, Jeffersonville, Ind.

Trains leave Jeffersonville 11 00 a m and 10 p m—Leave Seymour 1 50 p m and 12 55 a m—Arrive at Indianapolis 4 40 p m 4 10 a m.—Leave Indianapolis 5 40 p m 10 30 p m. Leave Seymour 8 55 a m and 1 30 p m—Arrive at Jeffersonville 11 40 a m and 4 30 a m. Extra train leaves Jeffersonville for Seymour 8 00 a m.—Leaves Seymour for Jeffersonville 6 15 p m. Distance, 108 miles. Through Fare, \$3 25. [April 12.]

Burlington & Missouri River Railroad.

E. L. BAKER, Pres., New Bedford, Mass. JOHN G. READ, Vice Pres. & Supt., and L. CARPER, Gen. Ticket Agent, Burlington, Iowa.

Trains leave Burlington for Fairfield 9 00 a m and 1 15 p m—Leave Fairfield for Burlington 6 40 a m 2 00 p m. Distance, 50 miles. Through Fare, \$2 10.

CINCINNATI, PEBU & CHICAGO RAILROAD.

M. FRENCH, Pres., Cincinnati.

N. KENDALL, Sup't, La Porte, Ind.

LA P. TO PLYM'H.					STATIONS.			PLYM'H TO LA P.			
Pass	Pass	Pop'n	\$ c.	Ms	TRAINS			Ms	\$ c.	Pass	Pass
a m	a m				DEP'T		AR'VE			a m	p m
12 57	9 17	7000	1 00	30	.....	La Porte	.....	0	0 11	10	0 00
1 22	9 38		70	23	.....	Stillwell	.....	7	25 10	4	9 37
1 40	9 50		60	18	.....	Kankakee	.....	12	40 10	25	9 23
1 54	10 10		45	13	.....	Walkerton	.....	17	60 10	10	9 05
2 05	10 21			10	.....	Knott's	.....	21		9 58	8 54
2 10	10 26		25	8	.....	Tyner	.....	23	75	9 53	8 49
2 35	10 47	1000	0	0	.....	Plymouth	.....	30	1 00	9 30	8 25
a m	a m				AR'VE		DEP'T			a m	p m

*Con. with Ohio and Mississippi Railroad.
 // Junction of Michigan Central Railroad.

PEORIA, OQUAWKA AND BURLINGTON R. R.

C. A. SECOR, Pres., and P. B. ROBERTS, Supt., Peoria, Ill.
W. H. CRUGER, Supt. East Ex., C. E. FOLLETT Gen. Ticket Ag't, Peoria.

Please inform the Publisher, for correction, if any errors are found in this Guide.

PEORIA TO E. BURLINGTON					STATIONS.		E. BURL. TO PEORIA.			
Pass.	Pass.	Pop'n.	\$ c.	Mls.			Mile	\$ c.	Pass.	Pass.
A M	P M				DEP'T	AR'VE			A M	P M
7 30	5 20	28000	0	0	.....	PEORIA	94		10 45	7 30
8 05	5 55			13	.....	Edwards	81		10 10	6 55
8 32	6 25			22	.....	Oak Hill	72		9 45	6 25
8 52	6 45			27	.....	Elmwood	67		9 25	6 05
9 10	7 05			33	.....	Summit	61		9 10	5 45
9 25	7 15			37	.....	Maquon	57		8 55	5 35
9 44	7 30			42	.....	Gilson	52		8 35	5 10
10 05	7 45	1509		47	.....	Knoxville	47		8 15	5 00
10 30	8 00	1300		52	.....	Galesburg	42		8 00	4 45
10 55	8 30			61	.....	Cameron	33		7 38	4 20
11 15	8 50			68	.....	Monmouth	26		7 20	3 56
11 34	9 07			75	.....	Young America	19		7 03	3 40
11 50	9 22				.....	Biggs' Mill			6 45	3 22
12 06	9 37			68	.....	O. Junction	8		6 25	3 07
12 30	10 00	9000		94	.....	E. BURLINGTON	0	0	6 00	2 45
P M	P M				AR'VE	DEP'T			A M	P M

PEORIA & OQUAWKA R. R.—Eastern Extension.

Operated by CRUGER, SECOR & Co., under lease.

PEORIA TO GILMAN.					STATIONS.		GILMAN TO PEORIA.			
Exp.	Exp.	Pop'n.	\$ c.	Mls.			Mile	\$ c.	Exp.	Exp.
P M	P M				DEP'T	AR'VE			A M	P M
10 45	2 30	28000	0	0	.....	PEORIA*	87	3 45	6 00	8 00
11 25	3 10	1500	50	12	.....	Washington	74	3 00	5 20	7 20
11 45	3 26	150	75	17	.....	Cruger	69	2 75	5 00	7 05
11 55	3 35	500	85	19	.....	Eureka	67	2 65	4 50	7 00
12 18	4 00	250	1 00	26	.....	Secor	60	2 40	4 23	6 38
12 40	4 21	600	1 25	33	.....	Ill. Cent J'n†	53	2 16	3 55	6 18
1 06	4 48	75	1 60	40	.....	Gridley	46	1 85	3 28	5 57
1 30	5 15	200	1 90	48	.....	J'n. C. A & St. L ‡	38	1 50	3 00	5 35
		200	2 75	70	.....	Chatsworth	17	70		
		200	3 45	87	.....	GILMAN §	0	0		
					AR'VE	DEP'T			A M	P M

*Con. Peoria & Bureau Val. RR.

†Con. Illinois Cent. RR.

‡Con. Chic., Alton & St. Louis RR.

§Con. Chic. Br. of Ill. Cent. R. R.

N. Orleans, Opelousas and Great Western R. R.

WM. G. HEWES, Pres., and WM. M. WADLEY, Chf. Eng & Supt., N. O.

Trains leave Algiers for Brashear 8 00 a.m. Leaves Brashear for Algiers 1 00 p.m. Distance, 80 miles. Through Fare, \$3 50.

PHILADELPHIA AND READING RAILROAD.

R. D. CULLEN, Pres., Philadelphia. G. A. NICOLLS, Supt., Reading.

Please inform the publisher, for correction, if any errors are found in this Guide.

PHILADELPHIA TO POTTS.				STATIONS.		POTTSVILLE TO PHILA.			
Mail.	Mail.	Pop'n.	• c.	Mls.	TRAINS	Mls.	• c.	Mail	Mail.
P. M.	A. M.				DEP'T AR'VE			P. M.	P. M.
7 30	3 30	600000		0	PHILADELPHIA *	93		12 52	7 40
7 48	3 47			3	Schuylkill Viad't	90		12 35	7 23
7 53	3 51			5	... Falls	88		12 30	7 18
8 00	3 57	8000		7	... Manayunk	86		12 22	7 10
8 08	4 05			10	... Egbert's	82		12 16	7 04
8 16	4 12	1250		13	Conshohocken	79		12 08	6 56
8 25	4 22	7855		17	Norristown†	76		11 59	6 47
8 34	4 30	800		31	Port Kennedy	71		11 48	6 36
8 40	4 35	400		23	Valley Forge	69		11 43	6 31
8 56	4 49	3500		27	Phoenixville	65		11 33	6 21
9 07	5 00			32	Royer's Bridge	61		11 22	6 10
9 09	5 02			23	Aramingo	69		11 20	6 08
9 13	5 05	650		34	Limerick	89		11 16	6 04
9 31	5 21	2700		40	Pottstown	53		11 00	5 48
9 41	5 31	200		44	Douglassville	48		10 51	5 39
9 50	5 40			48	Monocacy	55		10 43	5 31
9 52	5 43			49	Birdsboro'	44		10 41	5 29
10 20	6 05	22000		59	Reading	35		10 18	5 06
					BR. TO HAR'BS'G.				
6 25	10 40	464		64	Sinking Spring	49		10 01	4 40
6 32	10 47			67	Wernersville	45		9 54	4 39
6 42	10 57			70	Robesonia	41		9 46	4 31
6 49	11 04	1200		73	Womelsdorf	39		9 38	4 23
6 56	11 11			75	Missener's	36		9 31	4 16
7 00	11 15	1734		77	Richland	35		9 27	4 12
7 07	11 22	1100		79	Myerstown	32		9 21	4 06
7 24	11 39	2584		86	Lebanon†	26		9 06	3 57
7 36	11 51			91	Annaville	21		8 52	3 37
7 48	12 03	500		96	Palmyra	16		8 40	3 25
8 05	12 20	650		102	Hummelstown	9		8 24	3 09
8 15	12 30			107	Rutherford's	5		8 12	2 57
8 25	12 40	12500		112	Harrisburg||	0		8 00	2 45
					MAIN LINE CON.				
10 44	6 29	560		65	Leesport	27		9 54	4 48
10 51	6 36	150		68	Mohrsville	28		9 48	4 42
11 08	6 53	1560		75	Hamburg	18		9 29	4 27
11 15	7 00	500		78	PORT CLINTON†	15		9 18	4 17
11 31	7 16	216		83	AUBURN§	10		9 05	4 04
11 40	7 25	1966		86	Orwigsburg	7		8 50	3 55
11 48	7 33	3000		89	Schuylkill Haven	4		8 46	3 46
11 57	7 42			92	Mount Carbon	1		8 37	3 37
12 05	7 50	14000		93	POTTSVILLE††	0		8 30	3 30
P. M.	P. M.				AR'VE DEP'T			A. M.	P. M.

*Con. with Cat., Wil. and Erie. †Con. with Coal R. R. to Cornwall. ‡Con. with Susq. §Con. with Danv. & Pottsville.—Dec. 13.

*Railroads diverging from Phila. p. 29. †Con. with Dauphin and Susq. ‡Con. with Pennsylvania R. R. ter Valley.

WILLIAMSPORT & ELMIRA RAILROAD.

THOS. KIMBER, Jr., Pres. Phila.

J. A. REDFIELD, Sup't, Elmira, N. Y

Please inform the Publisher, for correction, if any errors are found in this Guide.

ELMIRA TO WILLIAMSPORT.					STATIONS		W. TO ELMIRA.			
Acc.	Exp.	Exp.	Pop'n.	\$ c. M	TRAINS.		M.	Exp.	Exp.	Ac ^c
A M	A M	P M			DEPART	ARRIVE	A M	P M	P M	
	7 00	6 30	14000	0 0	Elmira*	78	4 00	8 45		
	7 20	6 52		30 9	State Line	63	3 40	8 25		
	7 30	7 03		40 13	Gillets	65	3 30	8 15		
	7 50	7 25		70 21	Columbia & Roads	57	3 10	7 55		
	8 05	7 40	800	80 25	Troy	52	2 55	7 40		
	8 20	7 55		95 30	West Granville	48	2 40	7 25		
	8 38	8 03		1 05 34	Alba	44	2 32	7 17		
	8 40	8 15	1746	1 20 38	Canton	39	2 20	7 05		
	9 20	8 55		1 65 53	Ralston	25	1 40	6 25		
	9 25	9 00	600	1 75 56	Lycoming	22	1 35	6 20		
	9 38	9 12		1 80 59	Dubois	19	1 22	6 07		
	9 52	9 25		1 95 63	Trout Run	15	1 08	5 53		
	10 03	9 35	120	2 05 67	Crescent	11	12 57	5 42		
	10 11	9 42		2 15 70	Cogan Valley	8	12 49	5 34		
	10 30	10 00	3500	2 25 78	WilliamSPORT†	0	13 30	5 15		
P M	A M	P M			ARRIVE	DEPART	A M	P M		

*Connects with N. Y. & Erie.

†Connects with Cat, Wil. & E.

*Con. with Canan. & Elmira.

†Con. with Sunbury and Erie.

CATAWISSA, WILLIAMSPORT & ERIE R. R.

THOS. KIMBER, Jr., Pres., Philad'a. H. A. FONDA, Supt., J. H. H. PARK, Ass't Sup't, F. H. BUNNELL, Gen. Fr'gt Ag't, Williamsport, Pa.

WILLIAMSPORT TO PHIL.					STATIONS.		PHIL'A TO WILL.			
Mail	Ex's	Pop'n.	\$ c. Ml.		TRAINS		Ml.	Mail	Ex's	
A M	P M				ARRIVE	DEPART		P M	A M	
9 05	10 30	3500		0	WILLIAMSPORT	197	5 10	12 30		
9 30	10 55	1200		11	Muncy	187	4 42	12 20		
10 15	11 45			27	Milton†	170	4 00	11 45		
10 45	12 10			37	Mooresburg	160	3 35	11 25		
11 05	12 32	4000		43	Danville	154	3 20	11 08		
11 35	12 52			50	Rupert*	147	3 00	10 48		
11 45	1 00	700		52	Catawissa	145	2 50	10 40		
12 10	1 20	150		59	Maineville	138	2 30	10 15		
12 35	1 45	350		67	Beaver	130	2 05	9 50		
1 25	2 26	150		79	Mahanoy	123	1 25	9 10		
1 45	2 50	350		87	Summit†	110	1 00	8 50		
2 30	3 25	9000		99	Tamaqua	98	12 00	8 15		
3 30	3 48	250		109	Ringgold	88	11 35	7 48		
4 00	4 15	400		119	PORT CLINTON||	78	11 10	7 24		
7 55	9 20	6000000	3 50	197	PHILADELPHIA	0				
P M	A M				ARRIVE	DEPART		A M	P M	

About 3 cents a mile.

*Con. Lack. & Bloomsburg RR.
 †Con. Little Schuylkill RR.
 ‡Con. Sunbury & Erie RR.
 ||Con. with Reading RR.

(Dec. 23.)

N. Y.
WM. G.

ELMIRA

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N. Y. & ERIE R. R.—Elmira & Canandaigua Branch. WM. G. LAPHAM, Supt. Elmira. HEADLEY, Asst. Pres., Chemung Bran.

ELMIRA TO CANANDAIGUA				STATIONS.		CANANDAIGUA TO ELMIRA.			
Eqp.		Exp.	Pop'n.	M	TRAINS	Ms. exp.	Eqp.		Steam
A M	P M						P M	P M	
5 30	3 50	14000			DEP'T				
5 45	4 00				ARRIVE				
5 55	4 04	1025			Elmira†	69	11 15	11 15	†Steam
6 10	4 14				Junction		11 00	11 09	
6 24	4 22	320			Horseheads	63	10 51	10 53	
6 45	4 34	855			Pine Valley	59	10 36	10 40	
7 00	4 45	1500			Millport	56	10 22	10 28	
7 23	5 00				Havana	50	9 57	10 08	
7 31	5 05				Jefferson†	47	9 45	9 57	
7 46	5 15	500			Rock Stream	41	9 26	9 34	
8 00	5 25	100			Big Stream		9 20	9 27	
8 15	5 35	150			Starkey	36	9 11	9 17	
8 30	5 48	2550			Himrod's		9 00	9 02	
8 46	6 00	3586			Milo Center	28	8 47	8 47	
8 54	6 08	290			Penn Yan	24	8 36	8 30	
9 08	6 21	100			Benton Centre	20	8 25	8 14	
9 20	6 33	2750			Bellona	18	8 18	8 04	
9 40	6 51	2000			Hall's Corner		8 05	7 54	
10 00	7 10	5500			Gorham	11	7 56	7 42	
					Hopewell	6	7 40	7 20	
					Canandaigua*		7 25	7 00	
A M	P M				ARRIVE		P M	A M	
					DEPART				

N. Y. CENTRAL R. R.—Canandaigua and Tonawanda Div. ERASTUS CORNING, Pres., Albany. J. COLLAMER, Supt., Buffalo.

CANANDAIGUA TO TONA.				STATIONS.		TONAWANDA TO CANAN.			
Mail.		Acc.	Pop'n.	M	TRAINS	M Mail.		Acc.	at.
A M	P M					P M	A M		
5 30	4 30	5500			DEPART				
					ARRIVE				
5 55	5 00	800			Canandaigua*	86	7 10	10 00	
6 10	5 15				Gunn's Crossing				
6 20	5 25	1200			E. Bloomfield	78	6 45	9 35	
6 30	5 35	1550			Miller's Corners		6 35	9 20	
6 55	5 55				West Bloomfield	71	6 25	9 10	
7 00	6 00				Honeoye Falls	68	6 15	9 00	
7 20	6 25	1200			West Rush	62	5 55	8 40	
7 45	6 50	2500			G. V. R. R. J'n.	61	5 50	8 35	
8 05	7 05	1590			Caledonia	54	5 25	8 10	
8 30	7 30	3520			Le Roy	46	5 05	7 45	
		150			Stafford	42	4 50	7 25	
					Batavia†	36	4 30	7 00	
					E. Pembroke	30			
5 20					Pittsville		7 45		
5 30		100			Akron	20	7 35		
5 55		750			Clarence Cen.	13	7 15		
6 05		150			Gransit	9	7 05		
6 15		125			Vincent	3	6 50		
6 40		150			Tonawanda	0	6 30		
P M	A M				ARRIVE		A M	A M	
					DEPART				

†Frg't Train leaves Batavia at 4 30 P. M., arr. at Tonawanda at 6 50 P. M. Leaves Tonawanda at 7 25 A. M., arr. at Batavia 9 20 A. M. [April 4.]

N. Y.
Guide.

ELMIRA.

O. A. C.

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SUNBURY AND ERIE RAILROAD.

W. G. MOORHEAD, Pres., Phila.

GEO. MERRICK, Supt., Northumberland.

Please inform the Publisher, for correction, if any errors are found in this Guide.

ELMIRA TO SUNBURY.						STATIONS.		SUNBURY TO ELMIRA.					
Mail.	Mail.	Exp.	Exp.	Pop'n	M	TRAINS.		M	Exp.	Exp.	Mail.	Mail.	
AM	AM	AM	AM			DEPT	AR'VE	AM	PM	AM	PM		
.....	6 00	12 20	14000	0	.....	ELMIRA	.....	4 30	9 30	.....	.....	.....	.....
9 30	5 45	9 15	4 00	3500	0	.....	Williamsport	78	1 00	5 50	12 42	5 10	.....
.....	9 26	4 12	.....	5	.....	Montoursville	.....	40	12 50	5 39	.....	.....	.....
9 55	4 05	9 44	4 20	625	12	.....	Muncy	35	12 36	5 24	12 18	4 42	.....
.....	9 51	4 36	.....	15	.....	Bergetts	.....	28	12 29	5 10	.....	.....	.....
10 06	4 15	9 56	4 38	1000	16	.....	Montgomery	25	12 27	5 12	12 10	4 30	.....
.....	9 58	4 41	.....	258	17	.....	Eyster	24	12 20	5 05	.....	.....	.....
.....	10 04	4 48	.....	2500	20	.....	Uniontown	23	12 14	4 58	.....	.....	.....
10 21	4 28	10 13	4 55	250	23	.....	Watsonstown	20	12 08	4 51	11 56	4 12	.....
10 29	2 40	10 25	5 05	2800	27	.....	Milton	17	11 57	4 36	11 45	4 00	.....
.....	10 42	5 20	.....	2000	33	.....	Chilisquaque	9	11 41	4 16	.....	.....	.....
.....	10 55	5 35	.....	1655	38	.....	Northumberland	2	11 29	4 04	.....	.....	.....
.....	11 08	5 45	.....	2500	40	.....	Sunbury	0	11 22	3 54	.....	.....	.....
AM	AM	AM	AM			AR'VE	DEPT	PM	PM	PM	PM	PM	PM

PHILADELPHIA AND SUNBURY TRAINS—Leave Sunbury 8 15 A. M., arrive at Shamokin 9 45, Mount Carmel 10 30 A. M.—Trains leave Mt. Carmel 5 45 P. M., arriving at Shamokin 6 15 and Sunbury 7 25 P. M. Distance, 30 miles. (Sept., '58)

Passenger Train also leaves Mt. Carmel for Shamokin 11 30 A. M., returns 2 P. M.

MEXICAN GULF RAILROAD.

W. G. BLAKEWELL, Pres., and W. A. GORDON, Supt., New Orleans.

Trains leave N. Orleans for Duero's Landing and Proctorville at 10 00 A. M. and 5 00 P. M., arriving 12 00 M. and 7 00 P. M.

Leave Proctorville at 6 00 A. M. and 1 00 P. M. for N. Orleans, and intermediate places. Through Fare, 50 cents. Distance, 28 miles.

WESCHESTER RAILROAD.

I. THOMAS, M. D., Pres.

P. P. SHARPLES, Supt.

S'dy.	Pass.	Pass.	Pop'n	M	STATIONS.		M	Pass.	Pass.	S'dy.	Pass.
AM	AM	PM	.....	.....	DEPART	ARRIVE	AM	PM	PM	Nov. 29	.....
7 50	7 50	3 10	600000	0	.....	Philadelphia	22	8 50	5 20	5 20	.....
9 10	9 10	4 30	.....	9	.....	Intersection	9	7 30	4 00	4 00	.....
9 40	9 40	5 00	5000	22	.....	West Chester	0	7 00	3 30	3 30	.....

HUNTINGDON & BROAD TOP RAILROAD.

L. T. WATSON, Pres., Phila.

J. J. LAWRENCE, Supt., Hunt.

Trains leave Huntingdon 7 40 A. M. and 5 10 P. M.—Arrive at Hopewell 10 04 A. M. and 7 24 P. M.—Trains leave Hopewell 10 30 A. M. 7 46 P. M.—Arrive at Huntingdon 12 45 and 10 00 P. M.

MAUCH CHUNK & SUMMIT HILL RAILROAD.

JAMES S. LINE, Proprietor.

S. M. LINE, Conductor.

Trains leave Summit Hill 10 00 A. M., 3 00 and 6 00 P. M.—Arrive at M. Chunk 30 10 A. M., 3 30 and 6 30 P. M.—Trains leave Mauch Chunk 8 15 A. M., 1 15 and 4 30 P. M. Arrives at Summit Hill 9 30 A. M., 2 30 and 5 00 P. M.

LACKAWANNA & BLOOMSBURG RAILROAD.

M. W. JACKSON, Pres. & Sup't. H. PETTEBONE, Gen. Fr't Ag't, Kingston.

Please inform the Publisher, for correction, if any errors are found in this Guide.

SCRANTON TO RUPERT.					STATIONS.		RUP'T TO SCRANTON			
Mail.	Acc.	Mail.	Pop'n.	Ms.	TRAINS		Mail.	Acc.	Mail.	
P M	P M	A M			DEPART	ARRIVE	A M	A M	P M	P M
6 35	2 50	10 25	9000	0	.....	Scranton.....	58	8 00	10 50	3 40
6 10	2 15	10 00		6	.....	Lackawanna.....	52	8 26	11 23	4 05
6 00	2 00	9 50	3500	9	.....	Pittston.....	49	8 35	11 35	4 15
5 55	1 55	9 45	800	10	.....	West Pittston.....	48	8 40	11 50	4 20
5 48	1 40	9 38	600	12	.....	Wyoming.....	46	8 47	12 00	4 27
5 35	1 20	9 25	600	17	.....	Kingston.....	41	9 00	12 20	4 40
5 20		8 55	1000	20	.....	Plymouth.....	38	9 50		6 05
4 33		8 00	300	33	.....	Shickshony.....	25	10 33		7 05
4 10	April 12,	7 30	200	40	.....	Beach Haven.....	18	11 00		7 40
4 00		7 15	609	43	.....	Berwick.....	15	11 10		7 55
3 23		6 00	2500	55	.....	Bloomsburg.....	3	11 50		9 10
3 15	April 12,	5 45		58	.....	Rupert.....	0	12 00		9 25
P M	P M	A M			ARRIVE	DEPART	A M	A M	P M	

LAFAYETTE & INDIANAPOLIS RAILROAD.

WM. F. REYNOLDS, Pres.

J. O. D. LILLY, Sup't, Lafayette.

Trains leave Lafayette at 5 35 a m, and 1 00 and 4 20 p m for Indianapolis. Trains leave Indianapolis at 1 30 and 7 35 a m, and 12 25 p m for Lafayette. Trains stop at intermediate stations.

Fare \$2. Distance, 64 miles.

PERU & INDIANAPOLIS RAILROAD.

J. D. DEFREES, Pres.; J. H. MILLS, Supt; T. P. HAUGHEY, Gen. Ticket Ag't; L. N. ANDREWS, Gen. Fr't Ag't, Indianapolis.

Trains leave Indianapolis for Noblesville, Kokomo and Peru at 7 00 a m and 1 20 p m. Returning leave Peru for Indianapolis and intermediate stations at 7 30 a m and 9 15 a m. Fare \$2.50. Distance 75 miles.

MADISON & INDIANAPOLIS RAILROAD.

F. H. SMITH, Pres.

D. C. BRANHAM, Supt, Madison.

Trains leave Madison for Columbus and Indianapolis at 6 30 a m. Returning leave Indianapolis for Columbus and Madison at 12 m. Extra trains leave Columbus at 10 02 a m and 2 10 p m for Indianapolis—leave Indianapolis 1 00 and 7 20 a m for Columbus. Fare \$2.50. Dis. 87 miles

EVANSVILLE & CRAWFORDSVILLE RAILROAD.

JOHN INGLE, Jr., Pres. and Supt.

Trains leave Evansville for Terre Haute 6 00 and 10 30 a m. Returning leave Terre Haute for Evansville 7 30 a m and 5 40 p m. Through fare \$4. Distance 109 miles.

DELAWARE, LACKAWANA & WESTERN R. R.

C. R. ROBERTS, Pres., New York City. JOHN BRISBIN, Supt., Scranton, Pa.
 JAS. ARCHBALD, Gen. Agent, Scranton, Pa. W. R. HUMPHREY, Supt. Cayuga Divis.
 R. A. HENRY, Frig't Agt, Scranton, Pa. W. N. JENKS, Ticket Agent.

Please inform the Publisher, for correction, if any errors are found in this Guide.

NEW YORK TO CAYUGA.					STATIONS.		CAYUGA TO N. Y.				
Pass	Mail.	Pop'n	\$ c.	Mi	TRAINS		Mi.	\$ c.	Pass	Mail.	
A M	A M				DEPART	ARRIVE			P M	P M	
7 30		900000	0	0	NEW YORK*	302	6 10	7 10			
8 30		1000	25	12	Elizabethport	290	6 10	8 10			
8 35		4000	30	14	Elizabeth City†	288	6 10	6 00			
			1 40	58	Clarksville	6	10 3	50			
11 10		150	1 55	63	Junction	244	6 10	3 13			
			1 70	66	Changewater	239	6 10				
11 28			1 85	71	Washington	230	6 10	2 54			
12 02		150	1 90	76	Oxford Furnace	231	6 10				
12 16			2 00	80	Bridgeville‡	226	6 10	2 20			
12 36			2 05	82	Delaware	222	6 10	1 50			
		300		85	Marshfield	220	6 10	1 45			
			2 30	88	Columbia	217	6 10				
1 08		1000	2 45	93	Water Gap	214	6 10				
1 25			2 55	97	Stroudsburg	210	6 05	1 12			
			2 80	100	Spraguesville	205	6 00	1 02			
		428		110	Henrysville	202	5 85				
2 39		580	3 35	119	Paradise	192					
2 57		500	3 60	126	Tobyhanna	183	5 20	11 53			
		500	3 80	132	Lehigh	176	4 95	11 35			
				135	Moscow	170	4 75				
3 40			4 05	139	Dunning's	167					
4 00		7500	4 25	145	Greenville§	163	4 50	10 55			
4 05					SCRANTON§			10 35			
4 25			4 25	152	Clark's Summit	157	4 30	10 30			
4 35		2880	4 25	155	Abington	150	4 05	10 10			
			4 30	161	Factoryville	147	3 95	10 00			
		800	4 30	166	Tunkhannock	141	3 75				
5 35			4 35	172	Hopbottom	136	5 55				
			4 35	175	Oakley's	130	3 35	9 00			
5 58		1600	4 40	180	Montrose	127	3 25				
6 18		1433	4 40	187	New Milford	122	3 05	8 37			
6 35		1400	4 40	193	Great Bend	116	2 80	8 17			
7 35					Binghamton¶	109	2 60	8 00			
7 57		9000	4 55	207	Owego	95	2 45	7 33			
9 00		5000	5 10	229	South Candor	73	1 70	7 00			
	5 30			233	Candor	69	1 70	6 08	8 35		
	5 58	5 35		239	Willseyville	63	1 70		8 07		
	6 10			243	Pugsley's	59			7 55		
	6 26	5 70		249	Ithaca	53	1 50		7 39		
	7 05	10000	6 00	262	(Steamboat) CAYUGA**	40	1 00		7 00		
	11 00	500	6 10	302		0	0		3 00		
Dec. 13.					ARRIVE	DEPART			A M	P M	

*Railroads departing from N. York, p 33.

†New Jersey Railroad.

‡Con. with Belvidere & Del. RR by stage.

**Connects with N. Y. Central R. R. and Steamboats to places on Cayuga Lake.

§Junction of Lackawanna RR.

¶Junc. of Lack. & Bloomsb'g RR.

‡Junc Syra., Bing. and N. Y.

BEL
B.D.R.

A. WEL

Please

PHILAD

Pass P

F M A

2 30

4 15

4 19

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7 04

7 22

P M

*Com

*Com

W

A.

PH

Sun

P M

2 00

3 00

3 15

3 45

P M

*Ra

BELVIDERE DELAWARE & FLEMINGTON R. R.

B.D.R.R.—C. SITGREAVES, President, Phillipsburg, N. J.

Flem. R.R.—C. BARTLES, President, Flemington, N. J.

A. WELCH, Supt., Lambertville, N. J.

J. A. ANDERSON As. Supt. Lambertville

Please inform the publisher, for correction, if any errors are found in this Guide.

PHILADELPHIA TO BELVIDERE.						STATIONS.		BELVIDERE TO PHILADELPHIA.					
Pass	Pass	Pop'n	c.	Mis.		TRAINS.		M	\$	c.	Pass	Pass	
F M	A M					DEP'T	AR'VE				A M	F M	
2 30	6 00	600000	0	0		PHILADELPHIA		90	1 80	11 20	8 15		
4 15	7 50	8900	50	30		Trenton Station		64	1 30	9 30	6 31		
4 19	7 54					C. & A. Junction*		60	1 30	9 16	6 16		
4 31	8 05		62	33		Asylum		59	1 30	9 09	6 09		
4 37	8 11	1480	62	35		Ewing		54	1 25	8 54	5 54		
4 51	8 24		70	40		Titusville		49	1 15	8 40	5 40		
5 13	8 45	2500	80	45		Lambertville							
						Branch to Flemington.							
5 15	8 47		80	46		Flemington June		11	37	8 32	5 34		
			95	48		Mount Airy		9	30				
			1 00	52		Ringoes		5	20				
			1 10	55		Copper Hill		2	10				
9 40	6 35	1500	1 15	57		Flemington		0	0	7 30	4 15		
						Main Line Con.							
5 22	8 54		90	49		Centre Bridge		45	1 10	8 25	5 27		
5 26	8 55		90	50		Prallsville		44	1 10	8 23	5 26		
5 32	9 02		95	52		Bull's Island		42	1 05	8 16	5 17		
5 43	9 12		00	55		Tumble		39	15	8 05	5 07		
5 54	9 23	1000	10	61		Frenchtown		33	85	7 54	4 56		
6 02	9 31	1000	20	64		Milford		30	75	7 46	4 48		
6 10	9 39		25	67		Holland		27	70	7 36	4 39		
6 20	9 48		35	71		Riegelsville		23	65	7 27	4 32		
6 30	9 58		40	74		Carpenterville		20	55	7 16	4 22		
6 34	10 02		1 50	76		Warren		18	55	7 11	4 18		
6 39	10 06	3726	1 50	78		Greenwich		16	50	7 06	4 14		
6 47	10 18	700				Phillipsburg		14	40	7 00	4 00		
6 47	10 18	7520	1 50	80		Easton, Pa.		14	40	7 00	4 00		
7 04	10 35		1 75	86		Martin's Creek		8	25	6 37	3 37		
			1 80	90		Roxburg		4	15				
7 22	10 53	1500	1 80	94		BELVIDERE		0	0	6 20	3 20		
P M	A M					AR'VE	DEP'T				P M		

*Connects with Cam. and Am.

*Connects with Phila. and Tren.

†Connects with Lehigh Valley.

†Con with Central R. R. of N. Jersey.

WESTCHESTER, MEDIA & PHILADELPHIA R. R.

A. R. McHENRY, Pres., Phila. Pa.

HENRY WOOD, Supt., Phila. Pa.

PHILADELPHIA TO WESTCHESTER.						STATIONS.		WESTCHESTER TO PHILA.					
Sunday	Pass	Pass	Pass	Pop'n	M	TRAINS.		Pass	Pass	Pass	Sunday		
P M	A M	P M	P M	P M		DEP'T	AR'VE	A M	A M	P M	A M	P M	
2 00	8 00	5 00	2 00	7 30	600000	PHILADELPHIA*		8 30	11 40	3 40	9 15	6 15	
3 00	9 05	6 05	3 05	8 30	200	Media		7 40	10 40	2 45	8 15	5 15	
3 15	9 20	6 20	3 20	8 45		PENNELTON		7 20	10 25	2 30	8 00	5 00	
3 45	8 50	6 50	3 45	9 15		WESTCHESTER		7 00	10 00	2 00	7 30	4 30	
P M	A M	P M	P M	P M		AR'VE	DEP'T	A M	A M	P M	A M	P M	

*Railroads diverging from Philadel. p. 89

†Junc. of Balt. and Phil. Cen.

PENNSYLVANIA RAILROAD.

J. EDGAR THOMSON, Pres., Philadelphia. THOS. A. SCOTT, Supt., Altoona, Pa.
LEWIS L. HOUP, Gen. Ticket Agent, Philadelphia.

Please inform the Publisher, for correction, if any errors are found in this Guide.

PHILADELPHIA TO PITTSBURG.						STATIONS.		PITTSBURG TO PHILADELPHIA			
Acc.	Exp.	Acc.	Fast.	Mall.	Pop'n	MI	TRAINS.	Mall.	Fast.	Acc.	Exp.
P M	P M	P M	A M	A M			DEP'T AR'VE	A M	A M	P M	A M
	10 50	2 00	11 50	7 15	600000	0	PHILADELPHIA	5 15	7 00	9 15	10 10
					100	6	West Philadel'a				
					10	10	Libertyville..				
					130	11	White Hall..				
						13	Villa Nova..				
						16	Morgan's corner				
					100	16	Eagle.....				
					6500	20	Paoli.....				
						22	Westchester In.				
						25	Steamboat...				
					1000	28	Oakland...				
					500	32	Downingtown.				
						34	Gallagherville				
						39	Midway.....				
						42	Chandler....				
					600	44	Parkesburg...				
					300	47	Pennington..				
					250	48	Christiana...				
						51	Gap.....				
						54	Kinzer's....				
					200	57	Leman Place.				
						58	Gordonville..				
						61	Bird-in-Hand.				
1 33	5 35	2 30	10 57	18000	68	68	Lancaster...	2 25	4 00	5 48	7 21
				200	70	70	Dillerville...				
					77	77	Landisville..				
				3000	81	81	Mount Joy...				
				1000	87	87	Elizabethtown.				
				800	90	90	Conewago Sid.				
							BRANCH LINE.				
		6 10		10 27		0	Columbia...			5 10	
						5	Upper Marietta				
						12	Horseshes...				
						18	Branch Intersec				
							MAIN LINE.				
						95	Intersection..				
					1500	96	Middletown..				
					500	100	High Spire...				
2 58	7 35	3 45	12 20	12000	106	106	ar. HARRIS..lv	1 10	2 30	3 50	6 05
3 10	P M	3 50	12 40				lv. BURG..ar	12 55	2 20	P M	5 50
					200	111	Rockville Sw.			L've	
						116	N. Cen. Crossing				
						120	Cove.....				
					100	120	Duncannon..				
						123	Aqueduct Sid'g				
						128	Bally's....				
					800	123	Newport...				
					100	136	Millerstown..				
						143	Thompsonstown				
					1475	148	Tuscarora...				

Please in

Standard of Time—Clocks at Harrisburg and Altoona Depots.

PENNSYLVANIA RAILROAD—Continued.

Please inform the Publisher, for correction, if any errors are found in this Guide.

Exp.	Acc.	Fast.	Mail.	Pop'n	Mi.	DEP'T	AR'VE	Mail.	Fast.	Acc.	Exp.
4 58		5 26	2 52	1500	154	Mifflin....		11 05	12 33		4 17
				181	181	Narrows Siding					
				3800	186	Lewistown..					
				173	173	Anderson's St'g					
				1100	178	McVeyton..					
				183	183	Manayunk St'g					
				55	188	Newton Ham't'n					
				100	191	Mount Union.					
				150	197	Mill Creek...					
6 35		7 00	4 58	2000	202	Huntingdon..		9 13	10 45		2 42
				464	208	Petersburg..					
				100	212	Barree.....					
				.....	214	Spruce Creek.					
				468	219	Birmingham.					
				1000	221	Tyrone.....					
				150	227	Fostoria....					
7 55		8 10	6 25	3000	236	ar: Altoona: lv		7 50	9 20		1 30
8 15		8 25	6 40	.....	.....	lv: Altoona: ar		7 35	9 05		1 25
				.....	242	Kittanning P't					
				.....	247	E. End of Tunn'l					
				.....	249	Galatin.....					
				.....	252	Cresson.....					
				.....	255	Lilly's.....					
				.....	260	Portage.....					
				.....	262	Willmore....					
				1587	264	Summer Hill.					
				.....	268	South Fork..					
				.....	270	Mineral Point.					
				527	273	Conemaugh..					
9 48	3 10	8 47	8 27	2400	275	Johnstown..		5 56	7 27	7 05	11 55
				.....	278	Dornock Point					
				.....	281	Slackwater Sid.					
				.....	285	Nineveh.....					
				.....	289	New Florence.					
				400	293	Lockport....					
10 42	7 35	10 34	9 30	1535	300	Blairsville Br.		5 00	6 33	5 55	11 02
				.....	.....	W. End Blairsv					
				.....	304	Hill Side....					
				1342	307	Derry.....					
				800	312	Latrobe.....					
				400	315	Beatty's....					
				2556	.....	George's.....					
11 36	9 15	11 20	10 30	1500	322	Greensburg..		4 11	5 44	4 48	10 13
				.....	324	Radebaugh's.					
				350	329	Manor.....					
				300	332	Irwin's.....					
				.....	336	Stewart's....					
				1000	.....	Turtle Creek.					
				200	341	Brinton's....					
				900	346	Wilkinsburg.					
				1200	348	East Liberty.					
				.....	352	Outer Station.					
12 55	11 10	12 30	12 00	115241	353	Pittsburg..		3 00	4 30	3 00	9 00
PM	AM	AM	PM	.....	.....	AR'VE DEP'T		AM	PM	AM	PM

[April 11, 1899.]
Through Fare \$0.00—Way Fare about 2 1-2 cents per mile.

DAUPHIN & SUSQUEHANNA RAILROAD

A. F. BUTTERWORTH, Pres., N. Y. U. R. TRACY, Agt., Cold Spring, Pa.

Please inform the publisher, for correction, if any errors are found in the Guide.

AUBURN TO HARRISBURG.					STATIONS.		HARRISBURG TO AUBURN.				
Exs. Mail.		Pop'n	\$ c	Mis	TRAINS.		Mis	\$ c	Mail.	Exs.	
P M	A M				DEP'T	AR'VE			P M	P M	
	8 30	200	0	0	...AUBURN*	59	1	30	4 17		
	s		20	7	...Hummel's	52	1	30	s		
	s		40	12	...White Horse	47	1	35	s		
	s		55	15	...Stanhope Furnace	44	1	55	s		
	9 27	2611	60	18	...Pinegrove	41	1	45	3 20		
	s		85	24	...Swatara Furn'e	35	1	25	s		
10 03			1	05	30	...Rausch Gap	29	1	00	2 44	
10 06			1	10	31	...Junction	28	95	2 41		
10 12			1	15	33	...Coldspring	26	90	2 35		
10 20			1	20	35	...Yellow Spring	24	85	1 27		
10 30			35	38	...Rattling Run	21	70	2 17			
s			1	60	46	...The Forge	13	45	s		
11 07	800		1	60	51	...Dauphin	8	30	1 35		
11 17			1	60	54	...Pensylv. R. R. &	5	20	1 25		
11 32	12000		1	80	59	...HARRISBURG	0	0	1 10		
P M	A M				AR'VE	DEP'T			P M		

s. Trains stop on Signal only.
 Trains run by Philadelphia time.

a. Trains stop on Signal only.
Trains run by Philadelphia time.
Jan. 18]

*Con. with Phil. and Reading R. R. || Connects with North. Central R. R.
†Junc. Union and Swatara Coal R. R. §Con. with Pennsylvania R. R.
‡Junc. Gold Mine Gap R. R. ¶Con. with Cumberland Valley R. R.

CUMBERLAND VALLEY RAILROAD.

F. A. WATTS, Pres., Carlisle, Pa. G. N. LULL, Supt. Chambersburg, Pa.

HARRIS'B'G TO CHAMBERS'B'G.					STATIONS.		CHAMBERS'B'G TO HARRIS'B'G.				
Pass.	Pass.	Pop'n.	\$ c	Mis.	TRAINS.		Mis.	\$ c	Pass.	Pass.	
P M	A M				DEP'T	AR'VE			A M	P M	
		12000	0	0	HARRISBURG*	52	1	65	7 45	3 45	
1 34	8 15			1	Bridgeport	51	1	65	7 33	3 33	
1 44	8 25		20	5	Shiremantown	47	1	55	7 22	3 22	
1 56	8 43	1500	25	8	Mechanicsburg	44	1	40	7 16	3 15	
2 05	8 50		50	11	Kingst.	41	1	30	7 00	3 02	
2 12	8 57		50		Middlesex	1	30	6 52	2 54		
2 34	9 20	7500	60	28	Carlisle	34	1	05	6 43	2 45	
2 44	9 30		75		Good Hope		95	6 27	2 22		
2 52	9 38		85	25	Altoona	27	95	6 20	3 28		
3 08	9 54		95	30	Newville	22	70	6 10	2 15		
3 18	10 04		1 20	34	Calkville	18	60	5 55	2 05		
3 32	10 24	1850	1 30	41	Shippensburg	11	35	5 40	1 47		
3 56	10 42		1 55	57	Scotland	5	25	5 20	1 32		
4 08	10 54	5500	1 65	52	CHAMBERSBURG	0	0	5 10	1 10		
P M	A M				AR'VE	DEP'T			A M	P M	
*Con. with Northern Cent. R. R. *Con. with Pennsylvania R. R. *Con. with Lebanon Valley R. R. *Con. with Northern Cent. R. R. *Con. with Pennsylvania R. R. *Con. with Lebanon Valley R. R.											

*Con. with Northern Cent. R. R.
*Con. with Pennsylvania R. R.
*Con. with Lebanon Valley R. R.
April

STATIONING

*Railroads diverging from Philadelphia, p. 89.
 †Con. all Railroads diverging from Baltimore.
 ‡Branch R. Road to Port Deposit.

[Nov. 29.

GERMANTOWN & NORRISTOWN & CHES. VAL. R.R.'s.

G. & N. R. R.—Edw. C. Dale, Pres., } H. K. Smith, Supt.,
C. V. R. R.—B. Rush, Pres. all Philadelphia.

PHIL. to DOWNINGTOWN.			DOWN. to PHILAD'A.		
Pass		Pop'n	M's		Pass
P. M.	A. M.	\$ c.	DEP.	A. V'E	P. M.
3 00	000000	0	Philadelpia*	0 10 00	4 00
3 22	8400	15	Wissahickon	4 9 38	3 38
3 28	8400	15	Manayunk	7 9 32	3 32
3 49	1500	25	Conshohocken	12 9 11	3 11
4 00	7 00	6500	Norristown	1 9 00	3 00
4 35	7 35	45	King of Prussia	20 8 20	2 55
4 45	7 45	45	Centerville	22 8 10	2 40
5 00	8 00	50	Peoli	23 7 55	2 10
5 45	8 45	62	Oakland	33 7 25	1 15
6 00	9 00	1000	Downingtownt	38 7 15	1 00
			A. V'E		A. M.
			DEF.		P. M.

Norristown Trains—Leave, via Germ. and Nor. R.R.:

Philad'a for Norristown 6 30, 9 11 A. M., 3, 4 15, 5 45, 11 P. M.
Norristown for Philad'a, 7, 9, 11 A. M., 3, and 5 40 P. M.
On Sundays trains leave Philadelpia at 9 00 A. M., and 3 00 P. M., and leave Norristown at 7 00 A. M. and 5 00 P. M.

Germantown Trains—Leave, via Germ. Branch R.R.:

Philadelpia at 6 30, 8 30, 10 30, and 11 30 A. M., 2 30, 4 5, 6, 7, 9 10 and 11 P. M. Sundays, 9 20 A. M., 2 and 6 45 P. M.
Germantown at 6, 7, 7 30, 9 and 10 30 A. M., 1 10, 2 3, 4 5, 6, 7, 8, 10 00 P. M. Sundays, 8 20 A. M., 1 10 and 5 45 P. M.
Distance, 7 miles. Time, 30 minutes. Fare, 15 cents.

Chestnut Hill Trains—Leave, via Ger. & C. H. Br.:

Philadelpia at 6 00, 7 30, 8 30, 11 30 A. M., 2, 4, 6, and 9 P. M.
Chestnut Hill 7 15, 7 35, 8 40, 11 10 A. M., 12 50, 3 40, 5 40, 7 40, P. M. Sundays—leaves Chestnut Hill at 8 00 A. M., 12 50 and 5 20 P. M. Distance, 10½ miles. Time, 40 minutes.

NORTH PENNSYLVANIA RAILROAD.

F. A. COMLY, Pres., S. W. ROBERTS, Chf. Eng. & Gen. Supt.,
H. FRACKER, Mast. Treas. & E. ARMSTRONG, Sec., all Phil.

PHILADELPHIA TO BETH.			STATIONS.			BETHLEHEM TO PHIL.		
Exp		Acc	Trains		A. V'E	Exp		Acc
A. M.	P. M.	P. M.	DEP.	A. V'E		A. M.	P. M.	P. M.
9 30	2 15	4 00	Willow Street*	0	0	9 15	10 00	7 50
9 45	2 30	4 15	Master Street	0	0	9 40	10 45	7 35
9 48	2 33	4 21	Chatham Street	1	1	9 40	10 45	7 35
10 02	2 48	4 36	Fisher's Lane	6	6	9 40	10 45	7 35
10 09	2 55	4 40	Green Lane	6	6	9 40	10 45	7 35
10 16	3 03	4 48	Oak Lane	7	7	9 40	10 45	7 35
10 27	3 13	4 54	City Line	8	8	9 40	10 45	7 35
10 35	3 20	5 01	O. Y. Road	8	8	9 40	10 45	7 35
10 40	3 24	5 05	Chelton Hills	9	9	9 40	10 45	7 35
10 47	3 31	5 12	Edge Hill	11	11	9 40	10 45	7 35
10 54	3 37	5 19	Whitemarsh	12	12	9 40	10 45	7 35
11 01	3 44	5 26	Ft. Washington	14	14	9 40	10 45	7 35
11 08	3 51	5 33	Wissahickon	16	16	9 40	10 45	7 35
11 13	3 56	5 38	Penlynn	17	17	9 40	10 45	7 35
11 18	4 01	5 43	Gwynedd	19	19	9 40	10 45	7 35
11 25	4 08	5 50	North Wales	21	21	9 40	10 45	7 35
11 35	4 18	5 59	Lansdale	23	23	9 40	10 45	7 35
11 48	4 31	6 12	Hatfield	25	25	9 40	10 45	7 35
11 58	4 41	6 22	Sellersville	27	27	9 40	10 45	7 35
12 05	4 48	6 29	Quakertown	30	30	9 40	10 45	7 35
12 18	5 00	6 42	Coopersburg	32	32	9 40	10 45	7 35
			Hellertown	34	34	9 40	10 45	7 35
			Bethlehem	35	35	9 40	10 45	7 35
			Br. to Doylestown					
			L. Lexington					
			Whitchall					
			N. Britain					
			Doylestown					
			A. V'E					
			DEF.					

Please inform the Publisher, for correction, if any errors are found in this Guide.

LE
R. D.
HAN
Pass
A. M.
8 0
8 2
8 4
8 5
9 0
9 2
9 3
9 4
10 0
10 1
10 1
A. M.
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LEBANON VALLEY BRANCH OF READING R. R.

R. D. CULLEN, Pres., Philadelphia. G. A. NICOLIS, Eng. and Supt. Reading, Pa.

HARRISBURG TO READ.				STATIONS.		READING TO HARRISBURG			
Pass	Pos	Pod	\$	Mls.	TRAINS.	Mls.	\$	P	E
A M	P M				DEP'T	AR'VE		P M	P M
8 0	2 45	1250			 HARRISBURG	54	1 6	12 40	8 27
8 2	3 09	60	30	1	 Hummelstown	44	1 36	12 20	8 09
8 4	3 25	50	50	1	 Palmyra	36	1 15	12 03	7 43
8 5	3 37		65	21	 Annville	33	1 00	11 51	7 36
9 0	3 51	250	75	26	 Lebanon*	28	85	11 39	7 23
9 21	4 06	1200	1 00	44	 Myerstown	21	65	11 22	7 07
9 28	4 23	1200	1 20	40	 Womelsdorf	14	45	11 04	6 49
9 54	4 39		1 35	45	 Wernersville	9	30	10 47	6 32
10 01	4 46	464	1 45	48	 Sinking Spring	6	20	10 40	6 25
10 15	5 09	32000	1 00	54	 Reading*	0	0	10 25	6 10
A M	P M				AR'VE	DEP'T		A M	P M

Racine & Mississippi Railroad.

H. S. DURAND, Pres., Racine; ROBERT HARRIS, Supt., Racine; W. C. ALLEN, Vice Pres., Delevan, Wis.; A. G. REDBURN, Gen. Ticket Agent, Racine, Wis.

Trains leave Racine 3 45 p m, arrive at Beloit 7 25 p m.—Returning, leave Beloit at 7 30 a m, arriving at Racine 11 00 a m. Through Fare, to Rockton, \$2 50. Distance, 72 miles.

Winchester & Potomac Railroad.

W. L. CLARK, Pres., Winchester, Va. J. S. MAGANIS, Supt., Winchester, Va.

Trains leave Harpers Ferry 1 15 p m for Winchester—Leave Winchester 9 00 a m for Harpers Ferry. Distance, 32 miles. Fare, \$1 75.

Seaboard & Roanoke Railroad.

S. M. WILSON, Pres., Portsmouth. A. WORRELL, Supt., Portsmouth.

Trains leave Portsmouth for Weldon 7 15 a m & 8 30 p m—Leave Weldon for Portsmouth 4 00 a m & 2 00 p m. Distance, 80 miles. Fare, \$4 00.

York & Wrightsville R. R.

Trains (via Wrightsville, York and Gettysburg R. R.) leave York at 6 00 and 11 15 a m, and 5 00 p m. Leave Wrightsville at 7 30 a m, 1 00 and 6 30 p m. Distance, 13 miles. Fare, 50 cents.

Trenton & Bordentown Railroad.

Trains leave Trenton Station at 6 50 a m and 2 30 and 6 40 p m. Leave Bordentown at 6 00 and 9 35 a m and 8 50 p m. From Trenton to Bordentown, 15 cents. Excursion (return same day), 15 cents. Passengers from Hightstown, West's Freehold, Spottswood, and South Amboy, will take the 2 30 p m train.

Jos. JUSTICE, Jr., Agent.

Philadelphia & Sunbury Railroad.

J. S. BIDDLE, Pres., Phila. GEO. MERRICK, Supt., Northumberland, Pa.

A Train leaves Sunbury at 8 15 a m., and arrives at Mt. Carmel at 10 30 a m. Leaves Mt. Carmel at 5 45 and arrives at Sunbury at 7 25 p m. Distance, 20 miles. Fare, 60 cents.

VERMONT CENT'L & VT. & CANADA R. R.'s.

V. C. R. R.—GEO. M. DEXTER, Pres., Boston, Mass. | R. SHERBURNE, Superintendent, Northfield, Vt.
V. & C. R. R.—J. SMITH, Pres., Burlington, Vt.

Please inform the Publisher, for correction, if any errors are found in this Guide.

WINDSOR TO ROUSE'S POINT.						STATIONS.		ROUSE'S PT. TO WIN			
Mail.	Acc.	P5ss.	Pop'n.	\$ c.	Mls	TRAINS		Mls	Mail.	Exp.	Acc.
P M	P M	A M				DEPART	ARRIVE	P M	P M	A M	
1 25	6 50		1928	0	0	WINDSOR*	157	1 10		7 00	
1 35	7 02		2063	29	4	Hartland.	153	1 00		6 49	
1 45	7 14		350	35	8	North Hartland.	149	12 49		6 38	
2 05	8 10	5 20	450	65	14	White River Junc†	143	12 07	3 10	12 32	
2 10	8 15	5 25	3041	70	15	White River Vil.	141	12 02	3 05	12 27	
2 15	8 20	5 30		85	17	Woodstock.	140	11 57	3 00	12 22	
2 37	8 45	5 56	1240	1 20	27	Sharon.	130	11 34	2 35	11 53	
2 50	9 00	6 13		1 30	32	South Royalton.	125	11 19	2 21	11 43	
2 45	9 05	6 18	1850	1 35	34	Royalton.	123	11 14	2 16	11 38	
3 05	9 18	6 31		1 40	39	Bethel.	118	11 00	2 04	11 24	
3 21	9 38	6 51	2666	1 50	46	Randolph.	111	10 43	1 48	11 05	
3 35	9 54	7 08		1 75	52	Braintree.	106	10 30	1 36	10 50	
3 55	10 30	7 32	976	1 90	60	Roxbury.	97	10 08	1 16	10 29	
4 19	11 20	8 25	2922	2 20	67	Northfield.	30	9 45	12 35	9 47	
4 41	11 57	8 52	2310	2 65	77	Montpelier.	80	9 20	12 10	9 20	
4 52	12 20	9 08	1365	2 80	83	Middlesex.	74	9 08	11 58	9 06	
5 3	12 40	9 22	2352	3 00	88	Waterbury.	69	8 56	11 47	8 55	
5 19	1 05	9 40	600	3 20	95	Bolton.	62	8 39	11 30	8 36	
5 26	1 16	9 48		3 30	98	Jones'.	59	8 31	11 23	8 27	
5 34	1 30	9 53	1463	3 40	101	Richmond.	56	8 22	11 14	8 18	
5 46	1 48	10 09	1669	3 60	106	Williston.	51	8 10	11 01	8 05	
6 00	2 10	10 23	2052	3 80	110	Essex Junc'n.	47	7 55	10 48	7 52	
						Br. to BURLINGT'N					
			3 85	115		Winooski.					
			6110	3 90	118	ar } Burling- } lv					
						lv } ton† } ar	3				
						Winooski.	0				
						MAIN LINE CONT'D					
			3 80	110		Essex Junction||.	47				
6 10	2 25	10 38	2575	3 80	114	Colchester.	44	7 45	10 38	7 42	
6 24	2 52	11 00	2451	4 20	121	Milton.	36	7 29	10 24	7 26	
6 32	3 02	11 09	2686	4 30	124	Georgia.	33	7 20	10 16	7 16	
6 54	3 40	11 33	4000	4 70	134	St. Albans.	23	6 58	9 56	6 38	
7 13	4 10	11 55	2824	5 10	143	Swanton.	14	6 38	9 36	6 14	
7 28	4 38	12 15		5 10	150	Alburg Springs.	7	6 22	9 21	5 58	
7 35	4 45	12 25	1568	5 25	153	Alburg.	3	6 13	9 13	5 46	
7 40	4 32	12 31		5 40	156	West Alburg.	1	6 08	9 08	5 40	
7 45	5 00	12 40	500	5 40	157	ROUSE'S POINT§.	0	6 00	9 00	5 31	
P M	A M	P M				ARRIVE	DEPART	A M	A M	P M	

*Conn. with Sullivan RR.

†Junc. Rutland and Bur. RR.

‡Jc't Conn. & Pass. River RR. & N. N. H. ||Junc. Vt. Cent. & V. & C. RR's.

§Connects with Odgensburg R. R., and Jc't Montreal and Cham. RR.

ALBAN

WILLI

Please info

ALBAN

Exp.	Pass.	
P M	A M	
5 30	11 20	
5 40	11 30	
5 45	11 40	
5 55	11 50	
6 00	11 55	
6 05		
6 25		
6 30		
6 38		
6 50		
7 00		
9 45		
P M	A M	

*Railroa

RUTI

F. E. Wood

ALBAN

Pass.	Acc.	
P M	P M	
5 30		
6 00		
7 00		
7 15		
7 30		
7 50		
8 08		
8 15		
8 35		
8 43		
8 48		
9 07		
9 40	9 25	
9 55	9 47	
10 10	9 55	
10 20	10 00	
P M	P M	

*Railroads

†Conn. all R

‡Connects

[Feb. 28.]

April 11.

ALBANY. VERMONT AND CANADA RAILROAD.

WILLIAM WHITE, President and Superintendent, Albany, N. Y.

Please inform the Publisher for Correction if any errors are found in the Guide.

ALBANY TO RUTLAND						STATIONS.		RUTLAND TO ALBANY.			
Exp	Pass.	Pass.	Pass.	\$ c	Mls	TRAINS.		Pop.	Exp	Pass.	Pass
P M	A M	A M	A M			D'PT	AR'VE		A M	A M	P M
5 30	11 20	8 20	7 00	0	0	ALBANY*		68000	8 15	10 35	12 45
5 40	11 30	8 30	7 10	10	4	Cemetery			8 05	10 25	12 35
5 45	11 40	8 35	7 15	12	6	West Troy		15000	8 00	10 20	12 30
5 55	11 50	8 45	7 25	25	9	Cohoes		8000	7 50	10 10	12 20
6 00	11 55	8 48	7 30	25	11	WATERFORD		3000	7 45	10 05	12 15
6 05			7 35	37	12	Saratoga Junction					
6 25			7 55	50	22	Schaghticoke		500			
6 30			8 00	55	23	Pittstown		5000			
6 38			8 10	65	26	Johnsonville					
6 50			8 20	75	31	Buskirk's					
7 00			8 45	80	33	EAGLE BRIDGE†					
9 45			10 40	260	95	RUTLAND		4500			
P M	A M	A M	A M			AR'VE	D'PT		A M	A M	P M

*Railroads from Albany, p. 33. †Con. Rutland and Washington R R.

RUTLAND AND WASHINGTON RAILROAD.

F. E. WOODBRIDGE, Supt, Z. V. K. WILSON, Mas. Trans, W. Poultney Vt

ALBANY TO RUTLAND						STATIONS.		RUTLAND TO ALB'Y			
Pass.	Acc.	Mail	Pop'n.	\$ c	Mls	TRAINS.		Mls	Acc.	Mail	Pass
P M	P M	A M				D'PT	AR'VE		A M	P M	P M
	5 30	7 00	68000	0	0	ALBANY*		95	10 10	4 25	
	6 00	7 30	45000		10	Troy†		85	9 40	3 45	
	7 00	8 45		80	33	EAGLE BRIDGE†		62	8 30	2 45	
	7 15	9 00	4000	100	39	Cambridge		56	8 12	2 28	
	7 30	9 15		115	44	Shushan		51	8 00	2 10	
	7 50	9 35	3 500	135	51	Salem		44	7 40	1 50	
	8 08	9 53		165	57	West Rupert		38	7 23	1 33	
	8 15	10 00	1 500	175	59	Rupert		36	7 18	1 28	
	8 35	10 20	2 500	195	66	Pawlet		29	6 57	1 07	
	8 43	10 28	1000	205	69	Granville		26	5 48	12 58	
	8 48	10 34		210	71	Middle Granville		24	6 42	12 53	
	9 07	10 52	3 329	235	77	Poultney		18	6 24	12 35	
9 40	9 25	11 10	4 113	250	84	CASTLETON||		11	6 25	12 18	3 30
9 55	9 47	11 32	1 500	260	93	West Rutland		4	5 44	11 58	3 10
10 10	9 55	11 40		260	91	Center Rutland		2			
10 20	10 00	11 45	4 500	260	95	RUTLAND§		0	5 30	11 45	3 00
P M	P M	A M				AR'VE	D'PT		A M	A M	P M

*Railroads diverging from Albany p 33. †Con. with Troy and Bost, R R.
 ‡Con. all Railroads diverging from Troy. ||Con. with Sara. Whitehall R R
 §Connects with Alb., Vt. & Can. R R. ¶Connects with Rutl'd & Bur. R.R.

April 11.

[Feb. 28.]

CHESHIRE, Rutland & BURLINGTON R. R's.

THOMAS THATCHER, Pres., Boston.

E. A. CHAPIN, Supt., Keene, N. H.

R. STEWART, Gen. Ticket Agent, Keene, N. H.

Please inform the Publisher, for correction if any errors are found in this Guide.

FITCHBURG TO BURL'GTON.					STATIONS.		BURL'GTON TO FITCHBURG.				
Acc.	Mail.	Mxd	Pop'n.	M.s.	TRAINS		M.s.	Acc.	Mxd	Mail.	
P M	A M	A M			DEPART	AR'VE		M.	A M	P M	
1 40	9 45		7000	0	FITCHBURG*	18	12 00			5 15	
2 00	10 13			10	So. Ashburnham†	174	11 30			5 4	
2 52	10 32		2445	18	Winchendon	166	10 35			4 28	
2 47	10 54		1432	27	Fitzwilliam	157	9 50			4 07	
3 02	11 06		759	32	Tray	152	9 24			3 51	
3 12	11 15		897	36	Marlboro	148	9 09			3 45	
3 40	11 35		3392	42	Keene	142	8 45			3 30	
4 13	12 05		1684	54	Westmorland	130	7 50			2 56	
4 28	12 19		2034	60	Walpole	124	7 31			2 41	
4 40	12 30	6 00		64	Bellows Falls||	120	7 15	9 15		2 30	
	1 04	7 05	2001	74	Chester	106				1 50	
	1 40	8 20	1691	92	Ludlow	92				1 10	
	2 27	9 40		108	Puttingsville	76				12 20	
	2 37	10 00		111	Clarendon	73				12 07	
	2 55	10 30		117	ar Rutland§	67		5 00		11 50	
	3 05		1471	lv	lv Sutherland's Falls	65				11 35	
	3 20			119	Pittsford	56				11 0	
	3 31		2927	128	Brandon	50				11 09	
	3 47		28	134	Whiting	46				10 52	
	4 03		629	138	Middlebury	35				10 37	
	4 32		3517	149	New Haven	27				10 10	
	4 52		1663	157	Vergennes	22				9 48	
	5 06		1378	162	Ferrisburg	20				9 34	
			207	164	Charlotte	11				9 11	
	5 29		1634	173	Sheburne	6				8 56	
	5 43		1257	178	Burlington||	0				8 40	
	6 00		6110	184							
P M	P M	A M			AR'VE	DEPART		A M	A M	A M	

*Connects with Fitchburg R. R. and Fitchburg and Worcester R. R.

†Connects with Vermont and Massachusetts Railroad.

MISSISSIPPI & TENNESSEE RAILROAD.

F. M. WHITE, Pres., Memphis, Tenn.

M. W. NEWELL, Gen. Supt., Memphis.

MEMPHIS TO PANOLA.					STATIONS.		PANOLA TO MEM.				
Mail.	Exp.	Pop'n.	\$ c.	M.s.	TRAINS.		M.s.	\$	Exp.	Mail.	
P M	P M				AR'VE	DEPT			P M	A M	
2 30				0	MEMPHIS	30				10 58	
3 12				12	Horn Lake	4				10 13	
3 44				22	Hernando	37				9 43	
4 20				31	Coldwater	27				9 10	
4 41				37	Senatobia	28				8 49	
5 03				44	Como	15				8 25	
5 24				50	Sardis	9				8 02	
5 56				59	PANOLA	0				7 30	

March 1.

TROY AND BOSTON RAILROAD.

D. T. VAIL, Pres., Troy, N. Y.

ISAAC V. BAKER, Supt. Troy, N. Y.

Please inform the Publisher, for correction, if any errors are found in this Guide.

TROY TO RUTLAND.					STATIONS.		RUTLAND TO TROY			
Frg't	Acc.	Mail.	Pop'n	\$ c. M	TRAINS.		M Mail.	Exp.	Frg't	
A M	A M	P M			DEP'T	AR'VE	A M	P M	P M	
5 40	7 30	5 20	45000	0 0	DEP'T	Troy*	83	8 22	3 40	4 30
	7 40	5 32	5000	10 4		Lansingburg	79	8 20	3 30	
	7 56	5 47		9		Junction		7 56	3 15	
	8 07	5 5	3290	40 12		Schaghticoke	71	7 45	3 03	
	8 11	6 04	3732	45 14		Pittstown	69	7 39	2 58	
	8 12	6 12		50 16		Johnsonville	67	7 31	2 50	
	8 30	6 25	300	65 21		Buskirk's Bridge	63	7 19	2 37	
	8 36	6 30		70 23		Eagle Bridge	60	7 14	2 30	
	8 46	6 32	600	25		Hoosic Falls Junc'n		7 04	2 15	
	8 50	6 41		80 27		North Hoosic	56	7 01	2 11	
	8 50	6 45		85 28		Waloomaic	55	6 58	2 06	
				90 30		State Line	53			
	9 06	6 58	300	1 00 32		N. Bennington	51	6 48	1 55	
8 45	11 45	9 22	4500	1 55 84		Rutland†	0	4 39	11 30	
A M	A M	P M			AR'VE	DEP'T	A M	A M	P M	

*Con. all Railroads from Troy; †Con. with Rutland & Washington RR
 ‡Con. with W. st. Vermont RR, below; ‡branch to Bennington; ‡Con.
 Rutland and Burlington RR.

[April 6.]

WESTERN VERMONT RAILROAD.

C. M. DAVIS Receiver, Rutland, Vt.

Supt., Troy, N. Y.

TROY TO RUTLAND.					STATIONS.		RUTLAND TO T.			
Acc.	M	l.	Pop'n	\$ c. M	TRAINS.		M	\$ c. Mail.	Exp.	
A M	P M				DEP'T	AR'VE	A M	P M	P M	
7 30	5 20		45000	0 0	DEP'T	Troy*	84	2 55	8 22	3 40
9 06	6 58		300	1 00 32		N. Bennington†	51	1 52	6 48	1 15
	7 06		1 10 34			South Shaftsbury	49	1 50	6 42	
	7 20	1996	1 15 40			Shaftsbury	44	1 42	6 29	
	7 34	1804	1 35 45			Arlington	39	1 25	6 16	
	7 42	479	1 45 48			Sunderland	36	1 15	6 08	
	8 00		1 60 54			Manchester	30	1 00	5 53	
	8 14		1 80 59			East Dorset	25	80	5 35	
	8 23		1 90 62			North Dorset	22	65	5 27	
	8 31	1535	2 05 66			Darby	18	55	5 17	
	8 45		71			South Wallingford	13		5 04	
	8 56	1688	2 30 75			Wallingford	9	30	4 54	
	9 04	1477	2 40 78			Clarendon	6	20	4 46	
11 45	9 20		4500	2 55 84		Rutland†	0	0	4 30	11 30
A M	P M				AR'VE	DEP'T	A M	A M		

*Con. all Railroads from Troy.
 †Con. with Troy & Boston above.
 ‡Con. with Rutland and Burlington.

WESTERN (Mass.) RAILROAD.

CHESTER W. CHAPIN, Pres., Springfield. HENRY GRAY, Supt., Spring'ld

Please inform the publisher, for correction, if any errors are found in this Guide.

BOSTON TO ALBANY.					STATIONS.		ALBANY TO BOSTON.						
Mail.	Pass	Acc.	Pop'n.	M	TRAINS.		M	\$ c.	Acc.	Acc.	Exp.	Mail.	
P M	P M	A M			DEP'T	AR'VE			A M	P M	P M	A M	
6 30	1 30	8 00	167000	0	BOSTON *	200	5 00	11 40	5 55	11 30	1 15		
8 00	3 30	9 30	25000	44	WORCESTER†	156	4 25	9 45	4 00	10 00	11 45		
	3 56	9 56		53	Clappville	147	4 15	9 16	3 33				
	4 09	10 09	2052	57	Charlton	143	4 10	9 03	3 20				
	4 20	10 19	2244	62	Spencer	138	3 95	8 50	3 07				
	4 29	10 27		64	E. Brookfield	136	3 85	8 42	2 58				
	4 37	10 35	1647	67	Brookfield	133	3 75	8 34	2 50				
9 03	4 49	10 47	1344	69	W Brookfield	131	3 65	8 26	2 42	9 07	10 52		
	4 58	10 56	1776	73	Warren	127	3 55	8 15	2 31				
	5 11	11 09	1420	79	Brimfield	121	3 35	8 00	2 16				
9 21	5 20	11 20	3974	83	Palmer†	117	3 20	7 49	2 05	8 41	10 26		
	5 47	11 42		92	Ind. Orchard	108	2 95	7 27	1 42				
9 50	6 30	12 15	20050	98	SPRINGF'D ||	102	2 75	7 15	1 30	8 15	10 00		
	6 38	12 25	2979	100	W. Springfld	100	2 75		1 02	7 50			
	6 55	12 45	4600	108	Westfield§	92	2 65		12 45	7 30			
Sunday Mail.	7 10	1 03	521	116	Russell	84	2 45		12 25	7 10			
	7 19	1 14		119	Huntington	81	2 35		12 15	7 01		Sunday Mail.	
	7 38	1 33		126	Ches Factory	74	2 15		12 00	6 45			
	7 57	1 53	737	131	Middlefield	69	2 10		11 40	6 26			
	8 09	2 06	1223	135	Becket	65	2 00		11 31	6 16			
	8 21	2 20	953	138	Washington	62	1 85		11 22	6 06			
	8 31	2 31	1253	143	Hinsdale	57	1 75		11 10	5 55			
	8 40	2 39	1020	146	Dalton	54	1 65		10 57	5 40			
	8 57	2 58	6500	151	PITTSF'LD†	49	1 50		10 40	5 25			
	9 07	3 09		154	Shaker Vill'g	46	1 40		10 22	5 10			
	9 16	3 20	907	159	Richmond	41	1 25		10 10	4 59			
	9 24	3 29		162	State Line†	38	1 15		10 01	4 50			
	9 37	3 44		167	Canaan	33	1 00		9 46	4 35			
	9 47	3 55		172	E. Chatham	28	85		9 35	4 20			
10 07	4 15			177	Chat 4 Cor.††	23	70		9 18	4 03			
10 17	4 26			181	Chath'm Cen	20	55		8 59	3 43			
10 24	4 34		3970	184	Kinderhook	16	50		8 51	3 36			
10 42	4 52		3509	192	Schodack	8	25		8 33	3 18			
11 00	5 10		4945	199	Greenbush ¶	1	.....		8 15	3 00			
11 15	5 25		68000	200	ALBANY ¶¶	0	.....		8 00	2 45			
P M	P M	P M			AR'VE	DEP'T			A M	A M	P M	P M	

*Con. all RR's diverging from Boston.

†June. N. L. Wil. & P. RR.

‡Ju. Amherst & Belchertown RR.

§Ju. N. Haven, Hart. & S. RR.

¶Con. N. Haven & Northamp. RR.

‡‡Con. with Hud. and Boston RR.

¶¶Hudson River RR.

¶¶Ju. of Troy & Greenbush RR.

†Ju. of Worcester & N. RR.

†Ju. of Fitchburgh & W. RR.

†Ju. of Prov. & W. RR.

†Ju. of Norwich & W. R R.

||Ju. Conn. River RR, p. 111.

†Ju. Pittfield & N. Ad. RR.

††Ju. Housatonic RR Line.

¶¶RR's diverging from Alb. p. 33

BOSTON AND MAINE RAILROAD.

FRANCIS COGSWELL, Pres., Andover, Mass.

W. MERRITT, Sup't, Boston, Mass.

Please inform the Publisher for correction, if any errors are found in this Guide.

BOSTON TO PORTLAND.						STATIONS.		PORTLAND TO BOSTON.					
Hav'l	Gt F	Port.	Pass.	Port.	Ms	TRAINS		Pop'n	Gt F	Hav	Port	Por	Gt F
P M	P M	P M	A M	A M		DEPART	AR'VE		A M	A M	P M	P M	P M
5 40	5 00	2 30	10 45	7 30	0	BOSTON*	167000	9 00	11 00	1 45	7 30	6 37	
					1	Charlestown	17216						
					2	Somerville	5000		10 49				
			10 55		4	Edgeworth			10 44				
					5	Malden†	3520		10 40				
			11 02		7	Melrose	1250		10 35				
			11 07		8	Stoneham	2085						
					9	Greenwood							
				11 14	10	South Reading†	2407	8 33	10 27				6 07
				11 19	12	Reading	3108	8 28	10 22	1 12	6 57	6 02	
		3 00			15	Wilmington	874						
					18	Wilmington Junc†		8 16	10 12				5 50
		3 10	11 29	8 10	21	Ballardville		8 11	10 04	12 50	6 39	5 43	
		3 15	11 37	8 15	23	Andover	6945	8 07	10 00	12 46	6 33	5 39	
		3 20	11 45	8 20	26	Lawrence, S. Side§	18000	8 00	9 55	12 40	6 25	5 32	
		3 30	11 52	8 30	28	Lawrence, N. Side			9 50				5 25
		5 57		11 55	32	North Andover**		7 56	9 45	12 35	6 20	9 20	
		6 00	3 35	12 00	33	Bradford††	1328	7 47	9 32		6 07		
		6 12	3 45	12 13	37	Haverhill	4000	7 45	9 30	12 20	6 04	5 10	
		6 15	8 50	12 15	38	Atkinson							
					41	Plaistow	784	7 35			12 05	5 54	
		4 00		8 59	45	Newton		7 29			11 45	5 46	
		4 08		9 05	45	East Kingston	300	7 20			11 42	5 35	
		4 17		9 13	50	Exeter	3600	7 03			11 35	5 18	
		4 30		9 30	54	South Newmarket	300	6 53			11 25	5 08	
		4 48		9 38	55	Newmarket Junc††							
					57	Newmarket	1400	6 45			11 16	4 58	
		4 58		9 45	62	Durham	500	6 34			11 10	4 47	
		5 08		9 52	65	Madbury		6 28			11 02	4 41	
		5 14		9 58	68	Dover***	900	6 22			10 55	4 35	
		5 19		10 10	71	Rollinsford†††	300	6 16			10 47	4 28	
		5 25		10 16	72	Salmon Falls					10 42	4 25	
		5 30		10 23	74	S. Berwick †					10 35	4 20	
		5 35		10 35	111	PORTLAND§§	30000				8 45	2 00	
P M	P M	P M	P M	P M		AR'VE	DEPART	A M	A M	A M	P M	P M	P M

Extra Train—Leaves Portland for Boston, Mon., Wed., and Fri., P M, if the steamboat arrives too late for regular train.

Great Falls Branch R. R.—Trains leave:

Great Falls for Rollinsford at 6 10 and 10 35 A M, and 4 50 P M

" for South Berwick Junction at 10 22 A M and 5 33 P M

Rollinsford for Great Falls at 10 16 A M, and 5 25 and 7 25 P M

South Berwick Junction for Great Falls at 10 35 A M and 4 20 P M

* Con. all Railroads from Boston;

† Junc. Danvers R.R.

† Junc. Medford Branch R.R.

‡ Junc. Salem and Lowell R.R.

§ Junc. Lowell and Law. R.R. and Manchester and Law. R.R.

§§ Connects with Essex R.R.

†† Junc. Newburyport R. R.

‡‡ Portsmouth & Concord R.R.

*** Junc. Cochecho R.R.

††† Junc. Great Falls Br.

††† Junc. Port., Saco & Ports. R.R.

§§ Connecting all Railroads from Portland.

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Sunday Mail.

STONINGTON, PROV. & BOSTON RAILROAD.

Ston. & Prov.—Giles F. Ward, Pres., Saybrook, & A. S. Matthews, Supt., Stonington.
 Bos. & Prov.—Charles H. Warren, Pres., Boston, & Dan. Nason, Sup't., Boston.

Please inform the Publisher, for correction, if any errors are found in this Guide.

Stonington to Providence.					STATIONS.		Providence to Stonington.				
Pass	Pass	Pop'n	\$ c.	M	TRAINS		Ms	\$ c.	Pass	Pass	Exp.
A M	P M				DEP	AV'E			A M	P M	P M
7 30	3 15	3000	0	0	Stonington	50	1 75	9 45	5 35	9 00	
7 46	3 31	720	20	5	Westerly	45	1 55	9 29	5 19	8 47	
8 00	3 45	355	35	10	Charlestown	40	1 40	9 17	5 04		
8 12	3 57	100	50	14	Richmond Sch.	35	1 25	9 07	4 54		
8 42	4 27	520	80	23	Kingston	27	95	8 42	4 27	8 10	
9 00	4 45	1000	1 05	30	Wickford	20	70	8 20	4 08		
9 18	5 03		1 25	36	Greenwich	14	50	8 03	3 52	7 33	
9 36	5 21	1250		40	Warwick	11		7 47	3 36		
10 00	5 45	50000	1 75	50	Providence	0		7 30	3 15	*7 00	
A M	P M				AV'E	DEP.		A M	P M	P M	

Providence to Boston.					STATIONS.		Boston to Providence.				
Pass	Pass	Pass	Pass	Pop'n	\$ c.	M	TRAINS	Pass	Pass	Pass	Pass
P M	P M	A M	A M				DEP.	AV'E	A M	P M	P M
3 40	7 50	5000	0	0	Providence	10 05			10 05	5 30	6 47
4 09	8 23	1250	45	12	Attleboro'	9 34			9 34	5 00	
4 20	8 35	100	60	17	Tobits	9 21			9 21	4 47	
4 30	8 45	850	60	19	Mansfield	9 15			9 15	4 41	6 04
4 45	9 02	505	90	26	Sharon	8 56			8 56	4 21	
4 55	9 11	1000	1 00	29	Canton	8 45	12 32	4 10	8 45	4 10	5 27
5 08	9 23	150	1 20	35	Readville	8 32	12 17	3 57	8 32	4 02	5 42
5 35	9 50	200000	1 50	43	Boston	8 05	11 45	3 30	8 05	4 40	5 10
P M	P M	A M	A M		AV'E	DEP.		A M	P M	P M	P M

Boston and Providence to Taunton and New Bedford.

Jos. Grinnell, Pres. N. B. & T., New Bedford. Wm. A. Crocker, Pres. Taunton.
 Branch, Taunton. A. E. SWASEY, Supt., Taunton, Mass.

Trains leave Boston for New Bedford 4 P M, and 8 05 A M } Distance, 55 miles.
 " " New Bedford for Boston 8 00 A M, and 3 15 P M }

Trains leave Providence for New Bedford & Taunton, 7 50 A M, & 3 40 P M.
 " " New Bedford for Providence, 8 00 A M & 3 15 P M.

Delaware, Newcastle & Wilmington, & Wilmington & French-town Railroads.

S. M. Harrington, Pres., Dover, Del. E. K. Sewall, Jr., Supt., Wilmington.
 N. & W. R. R.—A. C. Gray, Pres., Newcastle, Del.

Trains leave Philadelphia 4 00 P M, Wilmington 5 25 P M, Newcastle 6 00 P M, Dover 7 55 P M, and arrive at Seaford 9 30 P M. Trains leave Seaford 7 40 A M, Dover 9 15 A M, New Castle 11 06 A M, and Wilmington 11 51 A M, and arrive at Philadelphia 1 P M. Distance, 85 miles. Fare, about 3 cents a mile.

Little Schuylkill Railroad.

W. C. Patterson, Pres., Phila. D. D. Lewis, Gen. Supt., Tam.

Trains leave Junction 3 00 A M & 2 00 P M, arrive at Tamaqua 3 25 A M & 3 00 P M, Ringold 3 48 A M & 3 30 P M, and Port Clinton 4 15 A M & 4 00 P M.

Trains leave Port Clinton 7 10 P M & 11 10 A M, arriving at Ringold 7 37 P M and 11 35 A M, Tamaqua 8 08 & 12 00 P M, Junction 8 36 & 12 50 P M. Distance, 23 miles. Fares—To Tamaqua, 25c; Ringold, 60c; Port Clinton, 90c.

BOSTON & WORCESTER R. R.—And Branches.

GINERY TWITCHELL, Pres. & Supt., Boston. E. S. PHILBRICK, Asst. Supt., Boston.

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BOSTON TO WORCESTER.						STATIONS.		WORCESTER TO BOSTON.					
PASS.	PASS.	PASS.	PASS.	PASS.	PASS.	TRAINS.		St'bl.	Acc.	Acc.	Exp.	Spel.	Exp.
a m.	a m.	p m.	p m.	p m.	p m.	DEP.	AR'VE	a m.	a m.	a m.	p m.	p m.	p m.
7 15	8 00	1 30	3 00	4 00	5 10	....	Boston....	4 00	9 00	11 40	5 30	6 15	11 30
7 32	....	1 45	....	4 17	....	....	Brighton ..	....	8 40	11 25	5 15	5 58	....
8 15	8 45	2 30	3 45	5 05	5 55	....	Frammingham ..	....	8 00	10 45	4 45	5 18	10 45
9 15	9 30	3 30	4 30	....	6 55	....	Worcester ..	....	7 00	9 40	4 00	4 15	10 00
a m.	a m.	p m.	p m.	p m.	p m.	AR'VE	DEP.	a m.	a m.	a m.	p m.	p m.	p m.

Milford Branch.—Trains leave Frammingham for Boston at 1 00 P. M.—Boston for Milford and Agricultural Branches at 4 P. M.

Milbury Branch.—Trains leave Boston at 7 15 A. M. and 5 10 P. M.—Milbury at 6 40 A. M. & 3 40 P. M.

Saxonville Trains.—Leave Saxonville at 7 00 A. M. and 3 P. M. (Also Wed. at 9 30 P. M.)—Leave Boston at 12 00 M. & 5 30 P. M. (Also Wed. at 11 15 P. M.)

Newton Trains.—Leave Newton at 6 30, *7 46, (*8 33, W. Tr.) 9 15 (*11 15 W. Tr.) A. M.; *1 33, 3 33, 4 25, (*5 48 and 8 20 P. M. (Also Wed. at 10 00 *P. M.)

*W. Newton Station.
Leave Boston at 7 15, 8 10 A. M.; 12 00 M. (1 30 Wor. Tr.) 2 30, 4 00, 5 30, 6 30 and 9 15 P. M. (Also Wednesdays at 11 15 P. M.) (Special Trains Tickets not received in Worcester Trains.)

Brookline Trains.—Leave Brookline at 6 45, 7 30, 8 15, 9 00 & 10 A. M.; 1 15, 2 45 5 10, 6 30 & 9 P. M. Also Wednesdays at 11 00 P. M.

Leave Boston at 7 30, 7 50 & 9 00 A. M.; 12 15, 2 15, 3 15, 4 45, 6 00, 7 00 and 9 30 P. M. Also Wednesdays at 11 30 P. M.)

Charles River Branch.—Leave Needham Plain at 6 10 & 8 25 A. M.; and 4 35 P. M. Leave Boston at 7 30 A. M. and 3 15, & 6 00 P. M. E. B. PHILLIPS, Supt.

Fairhaven Branch.—Trains leave Boston 8 10 A. M. & 3 30 P. M. Leave New Bedford 7 40 A. M. & 2 45 P. M. Distance, 61 miles. Fare, \$1 50.

New Bedford & Cape Cod.—Leave New Bedford Monday, Wednesday and Friday at 9 15 A. M. & 2 45 P. M.; Tuesday, Thursday and Saturday, at 7 40 A. M., & 2 45 P. M. Leave Hyannis at 6 45 A. M., and 1 45 P. M.

An Extra Train will leave Tremont Mondays, Wednesdays and Fridays, at 3 25 P. M. Horace Scott, Supt., Fairhaven, Mass.

Lexington and West Cambridge Branch.—Trains leave Boston at 8 30 A. M., 12 00 M. & 2 45 & 5 45 P. M. Leave Lexington at 7 08 & 9 50 A. M., & 1 20 & 4 30 P. M.—Distance, 11 miles. Fare 35 cents.

Concord Railroad.—N. G. Upham, Pres., Jos. A. Gilmore, Supt., Concord N. H. Trains leave Nashua for Manchester & Concord, at 9 05 A. M., 1 35 & 6 40 P. M. Returning, leave Concord for Manchester and Nashua 5 30, 10 30 A. M., & 3 30 P. M. Distance, 36 miles. Fare, \$1 30.

Manchester & Lawrence Railroad.—N. G. Upham, Pres., Jos. A. Gilmore, Supt., Concord, N. H.

Trains leave Lawrence for Manchester and Concord, at 8 30 A. M., & 6 05 P. M. Leave Concord for Manchester & Lawrence at 5 30, A. M. & 3 30 P. M. Distance, 44 miles. Through Fare, \$1 60.

Stony Brook R. R.—F. B. Crowinshield, Pres., J. B. Winslow, Supt., Boston, Mass. Trains leave Lowell for Groton Junc., at 7 00 & 11 00 A. M., 4 45 P. M. Leave Groton for Lowell at 8 00 A. M., 12 45 and 5 45 P. M. Distance, 17 miles. Through Fare, Fifty Cents. (Jan. 1859.)

SALEM AND LOWELL RAILROAD.

C. F. Flint, Pres., N. Reading, Mass. F. H. Nourse, Supt., Lowell, Mass.
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SALEM TO LOWELL.				STATIONS.		LOWELL TO SALEM.				* Jun. of Eastern RR. and S. Reading RR. + Jun. of Essex RR. + Jun. Boston & Maine R. + Jun. Lowell and Lawrence RR. + Jun. Stony Brook RR. + Stops on signal only.
Pass	Pass	Pop'n	Ms	TRAINS		Ms	\$	c.	Pass	Pass
P M	A M			DEP.	AR'VE				A M	P M
4 50	10 25	23000	0	 SALEM*	.....	24	80	9 05	4 00	
4 49	10 33		10	... South Danvers	...	22	75	8 56	3 48	
5 15	10 50		20	... West Danvers	...	18	60	8 46	3 37	
5 34	11 03		35	... North Reading	...	14	50	8 30	3 21	
		874	50	... Wilmington	...	10	35			
5 55	11 30		50	Wilmington Junc†		9	30	8 15	3 05	
		1044	60	Tewkesbury Junc‡		6	20			
6 22	11 55	37000	80	 LOWELL§	.....	0	0	7 40	2 30	
P M	A M			AR'VE	DEP.				A M	P M

PROVIDENCE & WORCESTER RAILROAD.

Welcome Farnum, Pres., Providence. S. H. Tabor, Sup't., Prov.

Trains leave Providence 7.15 and 11.45 a.m. and 4.20 p.m. Leave Woonsocket 8.07 a.m., 12.38 and 5.11 p.m. Arrive at Worcester 9.35 a.m., 2.05 and 4.40 p.m.
Trains leave Worcester 7.00, 11.30 a.m. and 4.00 p.m. Leave Woonsocket 8.22 a.m., 12.52 and 5.24 p.m. Arrive at Providence 9.15 a.m., 1.45 and 6.15 p.m. Distance, 43 miles. Fare, \$1.40.

Trains leave Providence for Valley Falls at 6.35, 7.25, 9.30 and 10.30 a.m., 12.00 m., and 1.30, 2.30, 3.30, 5.30 6.30 and 8.00 p.m. Leave Valley Falls 6.10, 7.00, 8.00, 10.00 and 11.00 a.m. and 1.00, 2.00, 3.00, 4.00, 6.05 and 7.30 p.m. Running time, 20 minutes.
Lonsdale Trains.—Train leaves Providence for Lonsdale 6.30 p.m.; leaves Lonsdale for Providence 6.05 a.m. Distance, 7 miles. Fare, 15 cts.

NEW HAVEN, NEW LONDON AND STONINGTON RAILROAD.

C. S. Bushnell, Pres., N. Haven. R. N. Dowd, Sup't., N. Haven.

Trains leave New Haven 10.55 a.m. and 5.40 p.m. and 12 m.

Trains leave New London 6.40 and 11.00 a.m. and 5.30 p.m. Distance, 50 miles. Through fare, \$1.80.

FITCHBURG RAILROAD.

John J. Swift, Pres., Boston.

W. B. Stearns, Sup't., Boston.

Trains leave Boston for Fitchburg at 7.30 and 11.00 a.m. and 4.00 and 5.15 p.m.

Trains leave Fitchburg for Boston at 7.05 a.m., 12.00 m., and 5.20 p.m. Distance, 50 miles. Fare, \$1.55.

Additional Trains leave Boston for Waltham at 2.30 and 6.00 p.m. Returning, leave Waltham at 6.00 a.m. and 3.40 p.m.

PETERBORO & SHIRLEY RAILROAD.

Trains leave Groton for Mason Village at 9.12 a.m. and 5.45 p.m. Returning, leave Mason Village at 6.10 and 11.30 a.m. Distance, 23 miles. Fare, 90 cts.
Marlboro' Branch.—Trains leave Marlboro' 7.30 a.m. Leave S. Acton 5.17 p.m.

Contoocook River Railroad—R. N. CORNING, Proprietor.—Trains leave Contoocook at 3.55 p.m. Returning, leave Hillsboro at 8.50 a.m.

Providence, Warren & Bristol Railroad.—Trains leave Providence at 8.00 a.m., 1.30 and 5.30 p.m. Returning leave Bristol at 6.45 and 9.30 a.m. and 2.45 p.m. Distance, 15 miles. Fare, 35 cts.

WORCESTER & NASHUA RAILROAD.

George T. Rice, Pres., G. W. Bentley, Supt., Worcester. 388.; T. W. Hammond, Treas., Henry M. Witter, Gen. Ticket Agent, J. E. Bacon, Mast. Train.

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Worcester to Nashua.						Nashua to Worcester.					
Pass	Ass	Pass	Pop'n	\$ c.	M	STATIONS.	M	\$ c.	Pass	Pass	Pass
A M	A M	P M				TRAINS			A M	P M	P M
						DEP.					
6 20	11 15	2 15	26000	0	0	Worcester	46	1 55	9 00	2 00	6 55
6 45	11 40	4 40	1794	30	9	West Boylston	37	1 35	8 35	1 38	6 32
6 50	11 45	4 45	240	35	10	Oakdale	36	1 30	8 25	1 33	6 27
6 55	11 50	4 50	1800	50	12	Sterling	34	1 20	8 25	1 28	6 22
7 08	12 05	5 05	150	60	10	Clinton	30	1 10	8 14	1 13	6 10
7 12	12 09	5 09	6150	70	11	South Lancaster	28	1 00	8 10	1 09	6 07
7 18	12 15	5 15	2000	70	19	Lancaster	27	95	8 06	1 06	6 04
7 30	12 27	5 25	250	85	23	Still River	23	90	7 56	12 55	5 55
7 35	12 32	5 30		95	25	Harvard	21	80	7 51	12 50	5 50
7 45	12 45	5 44		1 05	28	Groton Junction	18	64	7 45	12 45	5 44
7 55	12 55	5 53	2515	1 15	31	Groton Center	15	55	7 33	12 32	5 30
8 08	1 10	6 05	1754	1 20	36	Pepperell	10	40	7 22	12 22	5 19
8 17	1 18	6 13	1295	1 40	39	Hollis	7	25	7 13	12 13	5 11
8 35	1 30	6 25	5850	1 55	46	Nashua	0	0	7 00	12 00	5 00
A M	P M	P M				A'VE [Oct. 12.]	DEP.		A M	M	P M

Fitchburg and Worcester Railroad.

Ives Phillips, Pres., and Supt., Fitchburg. C. W. Wilder, Sec., Fitchburg, Mass.

Trains leave Fitchburg for Way Stations and Worcester at 5 45 p m, 7 45 & 12 50 a m. Leave Worcester for Way Stations & Fitchburg at 6 20 and 11 15 a m and 4 15 p m. Distance, 26 miles. Through Fare, 85c.

Boston and Lowell Railroad.

Geo. Stark, Managing Agt., Boston.

John B. Winslow, Supt., Boston.

Trains leave Boston for Winchester, Wilmington and Lowell 7 30 and 10 00 a m, 12 m, 2 30, 5 00 and 6 20 p m. Trains leave Lowell for Wilmington, Winchester and Boston at 7 30 and 9 30 a m, 12 15, 2 15, 5 35, and 12 20 p m. Distance, 26 miles. Fare, 75 cents.

Nashua & Lowell, Wilton & Stony Brook R.R.'s.

Geo. Stark, Managing Agt., Boston.

J. B. Winslow, Supt., Boston.

Trains leave Lowell for Nashua and Wilton at 6 10 and 1 10 p m, and 8 33 a m.
 " " Wilton for Nashua and Lowell at 6 15 and 10 20 a m, and 4 10 p m.
 " " Lowell for Chelms. & Groton at 7 00 and 11 00 a m & 4 45 p m.
 " " Leave Groton for Chelms. & Lowell at 8 00 a m, 12 45 and 5 45 p m.
 Distance, 30 miles. Fare, 90 cents. Fare to Groton, 50 cents.

Woburn Branch Railroad.

Trains leave Boston for Woburn Center at 7 00, 11 30 a m, 3 00, 6 30, and 8 15 p m. Leave Woburn Center for Winchester & Boston at 6 15, 7 30, & 9 00 a m, 1 15, 5 30 & 7 15 p m. All trains stop on signal at intermediate stations. Distance, 10 miles.— Fare, 30 cents.

Lowell and Lawrence Railroad.

Sidney Spalding, Pres., Lowell, Mass.

F. N. Nourse, Supt., Lowell, Mass.

Trains leave Lowell for Lawrence at 7 30 and 10 00 a m & 5 00 p m. Leave Lawrence for Lowell at 8 30 a m, 12 45 & 6 30 p m. Distance, 13 miles. Fare, 45 cents.

Kennebec & Portland, & Somerset & Kennebec Railroads.

B. H. CUSHMAN, Manager and Superintendent, Augusta, Me.

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Trains leave Portland 1 10 p m, arrive at Bath 3 00 p m, Augusta 3 55 & Skowhegan 5 52 p m. Returning, leave Skowhegan 8 50 a m, Augusta 10 50 a m, Bath 11 50 and Portland 1 54 p m. Distance, 97 miles. Thro' Fare, \$3.00.

Calais & Barring, and Barring & Lewey's Island Railroads.—The C. & B. Railroad, [JAMES SARGENT, Pres.] is six miles long, and connects with the Bristol side of the St Croix River by bridge at Milltown and Barring. The Barring and Lewey's Island RR, [Wm. Todd, Pres.] is 17 miles long. Fare from Calais to Milltown 6 cts; to Barring 15 cts and to Princeton 75 cts. W. W. SAWYER, Supt., Calais, Me.

Connecticut & Passumpsic Rivers R. R.—Henry Keys, Pres., Newbury Vt., Geo. A. Merrill, Supt., St. Johnsbury, Vt.—Trains leave Boston 8 40 a m, arrive at Wells River 11 00 a m, & White River Junction 12 50 p m. Returning, leave White Riv. Junc. 2 15 p m, Wells River 4 00 p m, arrive at Barton, 6 15 p m. Thro' Fare, \$3 35. Distance, 89 miles.

Bangor, Oldtown & Milford R. R.—Samuel Veazie, Pres., Veazie, Me., Trains leave Bangor at 6 45 a m, 12 m., and 4 00 p m. Leave Milford 8 00 a m, and 1 15 & 3 15 p m. Distance, 13 miles. Fare, 38 cents.

Ammonoosic Valley (White Mountains) R. R.—S L. French, Pres., Boston. J. E. Chamberlin, Supt., Littleton, N. H.—Trains leave Wells River at 4 00 p m, arrive at Littleton 5 05 p m. Leave Littleton at 9 00 a m arrive at Wells River at 10 00 p m. Distance 21 miles.—Fare 90 cts.

South Shore Railroad.—Wm. Humphrey, Pres., Boston, Mass. L. Souther, Supt., Cohasset, Mass.—Trains leave Boston for Cohasset 8 30 a m. & 2 30, 5 30, p m. Cohasset for Boston 6 55 a m, 10 05 a m & 3 55 p m. Distance, 22 miles. Through Fare, 55 cents.

Cape Cod Railroad.—J. H. W. Page, Pres., New Bedford, Mass., E. N. Winslow, Supt., Hyannis.—Trains leave Boston 8 10 a m 3 30 p m, Middleboro', 9 41. 11 00 a m and 5 00 p m for Hyannis. Returning, leave Hyannis for Middleboro' and Boston 6 45 a m & 1 45 p m. For Middleboro' at 6 00 a m. Distance, 79 miles. Through Fare \$2 25.

Middleboro' & Taunton R. R.—Trains leave Taunton for Middleboro' at 9 05 & 9 50 a m & 5 25 p m. Leave Middleboro' for Taunton at 7 30 and 10 50 a m and 3 50 p m. Distance, 8½ miles. Fare, 30 cents.

Great Falls & Conway R. R.—Oliver Hill, Pres., Great Falls, N. H., A A. Perkins, Supt., Great Falls. Trains leave Great Falls 11 00 a m. 5 48 p m for Union Village. Union Village 8 20 a m; 2 30 p m for Great Falls. Distance, 20 miles. Through Fare, 75 cents.

Keokuk, Fort Des Moines & Minnesota Railroad.—H. T. Reid, Pres., Keokuk, Iowa. Samuel A. Black, Supt., Keokuk, Iowa. Trains leave Keokuk for Bentonport 9 10 a m & 2 30 p m. Trains leave Bentonport for Keokuk 8 00 a m & 2 30 p m. Distance, 38 miles.

AND

A. & R.
P. & K.
ANDR.

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ANDROSCOGGIN & KENNEBEC, PENOBSCOT & KENNEBEC, AND ANDROSCOGGIN R. R.

A. & K. R. R.—JOHN WARE, Pres., Athens, Me. E. N. Supt., Waterville, Me.
P. & K. R. R.—H. BOWMAN, Pres., Fairfield. WM. CUTLER, Supt., Bangor, Me.
ANDR. R. R.—J. B. JONES, Pres., Lewiston, Me. S. W. EATON, Supt., Leeds, Me.

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Trains leave Portland 1.15 p. m.; Leeds 3.15 p. m.; Waterville 4.43 p. m., arrive at Bangor 7.17 p. m. Returning, Trains leave Bangor 7.30 a. m., Waterville 10.00 a. m., Leeds, 11.39 a. m.; arrive at Portland 1.45 p. m.

Androscoggin R. R.—Trains leave Leeds for North Jay 3.15 p. m.; leave E. Wilton, 9.30 a. m.

Distance from Portland to Leeds, 45 miles; N. Jay, 71 miles; Bangor, 137 miles.
Fare from Portland to Leeds, \$1.55; Waterville, \$2.55; Bangor, \$3.55.

PORTLAND, SACO & PORTSMOUTH R. R.

Trains leave Portland for Portsmouth and way stations 8.45 a. m., 2.30 p. m.

Trains leave Portsmouth for Portland and way stations 10.00 a. m., 5.00, 7.30 p. m.

On Monday, Wednesday and Friday a train leaves Portland for Portsmouth at 5 p. m., connecting with steamer to and from Bangor. Distance, 52 miles. Through fare, \$1.55.

YORK & CUMBERLAND R. R.

Officers Portland, Maine.

Trains leave Portland for Saco River 7.15 a. m. and 6.15 p. m.; returning, leave Saco River for Portland 9.00 a. m., 3.30 p. m. Distance, 18 miles. Fare, 50 cts.

Sloughton & Easton Br.—Trains leave Boston 11.55 a. m. and 4.40 p. m., arriving at Easton 1.00 and 5.50 p. m. Leave Easton 7.25 a. m. and 2.25 p. m., and arrive at Boston 3.00 a. m. and 3.37 p. m. Distance, 22 miles. Fare, 70 cts.

Dedham Branch.—Trains leave Boston 8.15 and 10.00 a. m., and 12.30, 3.00, 4.10, 5.45, 7.00 and 9.30 p. m. Leave Dedham 6.45, 6.55, 8.00, and 11.15 a. m., and 2.20, 4.00, 5.45, and 8.30 p. m. Distance 9½ miles. Fare, 30 cts.

WASHINGTON BR., AND ANNAPOLIS & ELKRIDGE R. R.

B. & O. R. R.—CHAUNCEY BROOKS, Pres., Balt'e. J. T. ENGLAND, Ag't, Wash'n.
A. & E. R. R.—A. CLAUDE, Pres., Annapolis J. BROWN, Sup't., Annapolis, Md.

Trains leave Baltimore 4.30 a. m., 8.50 a. m., 3.30 p. m., and 5.30 p. m.; arrive at Laurel 5.27, 9.55 a. m., 4.33, 6.30 p. m. Arrive at Washington 6.05, 10.40 a. m., 5.15, 7.05 p. m.

Trains leave Washington 6.10, 7.45 a. m., 3.40, 4.35 p. m. Arrive at Laurel 6.47, 8.32 a. m., 4.18, 5.20 p. m. Arrive at Baltimore 7.50, 9.30 a. m., 5.10, 6.25 p. m.

Extra Trains leave Baltimore for Annapolis 4.30 p. m. Returning leave Annapolis 8.37 a. m. and 4.23 p. m. Distance, 38 miles. Through Fare, \$1.50.

NORTH WESTERN VIRGINIA RAILWAY.

P. G. VAN WINKLE, Pres't., Balt. W. P. SMITH, Mast. Trans.

Trains leave Grafton 6.00 a. m.; arrive at Clarksburg 7.13 a. m., at Parkersburg 12.00 a. m. Returning, leave Parkersburg 11.10 a. m., Clarksburg 3.50 p. m.; arrive at Grafton 5.00 p. m. Distance, 104 miles.

CHICAGO, IOWA & NEBRASKA RAILROAD.

CHAS. WALKER, Pres., Chicago.

J. M. HAM, Gen. Ticket Agent, Clinton, Iowa.

Trains leave Chicago for Mt. Vernon 8.00 a. m. and 9.00 p. m. arrive at Mt. Vernon 1.15 p. m. and 12.20 p. m.—Leave Mt. Vernon for Chicago 5.30 a. m. and 2.00 p. m., arrive at Chicago 5.45 p. m. and 4.50 a. m. Distance 41 miles. Through Fare, \$1.50.

COCHECO RAILROAD.

CHARLES W. WOODMAN, Pres., Dover, N. H. GEO. C. KIMBALL, Pres., Dover.

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DOVER TO ALTON BAY.					STATIONS.		AL. BAY TO DOVER					Bos. ton and Maine RR.
Pass.	Pass.	Pass.	Pop.	M	TRAINS		M	\$c.	Pass.	Pass.	Pass.	
P M	P M	A M			DEPART	ARRIVE			A M	P M	P M	
	5 20	11 00	8196	0	DOVER*	28 95	9 30	4 00				
	5 50	11 25		8	Gonic	20 72	9 03	3 30				
	6 10	11 35	900	10	Rochester	18 65	8 55	3 15				
	6 40	12 00	600	18	Farmington	16 37	8 35	2 50				
	7 00	12 15	260	24	New Durham	5 19	8 20	5 25				
	7 20	12 30	300	28	ALTON BAY	0 0	8 00	2 00				
P M	P M	P M			ARRIVE	DEPART			A M	P M	P M	

ESSEX RAILROAD.

GEORGE HODGES, Pres., Andover Mass.

JEREMIAH PRESCOTT, Sup't, Salem.

SALEM TO LAWRENCE					STATIONS.		LAWRENCE TO S.				* Con with East RR.
Pass.	Pass.	Pass.	Pop.	M	TRAINS		M	Pass.	Pass.	Pass.	
A M	P M	A M			DEPART	ARRIVE		A M	P M	P M	
	4 45	7 30	25000	0	SALEM*	21 9 28	7 08				
	4 55	7 40	100	5	Danvers Port	16 9 19	6 58				
	5 10	7 55	852	10	Middleton	11 9 03	6 43				
	5 33	8 18		20	Sutton's Mills	1 8 41	9 21				
	5 40	8 24	18000	21	Lawrence	0 8 35	6 16				
P M	P M	A M			ARRIVE	DEPART		A M	P M	P M	

AMESBURY BRANCH RAILROAD.—43 miles—Fare \$1.25. Trains leave Boston for Amesbury at 7 30 A M—2 30 and 5 00 P M.—Amesbury for Boston at 7 15 and 9 40 A M and 5 20 P M.

MARBLEHEAD BRANCH RAILROAD.—4 miles, fare 13 cents. Trains leave Marblehead for Salem at 7 15—8 30—9 45 A M., 1 45—4 30 and 6 30 P M.—Salem for Marblehead at 8 15—9, 10 A M., 1 10—3 15—5 45 and 7 15 P M.

GLOUCESTER BRANCH RR.—Distance 32 miles—Fare \$1.00, via Eastern Railroad. Trains leave Boston for Gloucester at 7 30 A M, 12 15 and 4 15 P M—Gloucester for Boston at 7 45—10 10 A M, and 3 55 P M.

SOUTH READING RAILROAD.—Distance 19 miles—fare 70 cents (via Eastern RR)—Trains leave Boston for Salem at 8 45 A M, 1 00, 3 45 and 4 45 P M—Salem for Boston at 6 15, 7 50 & 10 00 A M. and 2 30 P M.

SALISBURY BRANCH RAILROAD.—Trains leaves Amesbury at 7 15 a. m. and 5 20 p. m. Leave Salisbury at 9 15 a. m. and 6 45 p. m.

Boston—Medford Centre.—Medford Branch Railroad 5 1-2 miles from Boston—Fare 25 cents—Season Tickets for 1 year, \$44.00.—Trains leave Boston for Medford Centre at 7 05 and 9 30 A M; 12 45, 2 45, 5 10 6 30 and 9 20 P M. (On Wed., at 11 05 P. M. and Sat. at 10 05 P. M.)—Trains leave Medford Centre for Boston at 6 30, 8 05, and 10 05 A. M, and 7 25, 4 05, 6 05 and 7 05 P. M. (On Wed. at 10 05 P. M. instead of 7 05 P. M.)

RAILROADS DIVERGING FROM BOSTON.—Boston and Lowell, Boston and Maine, Boston and New York Central, Boston and Providence, Boston and Worcester, Eastern, Fitchburg, Old Colony and Fall River, Western.

NEW LONDON, WILLIMANTIC & PALMER R. R.

THOMAS W. WILLIAMS, Pres., New London, Ct. W. R. STORRS, Supt., N. London.

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N. LOND'N TO PALM				STATIONS.		PALM. TO N. LON.		
Mxd.	Pass	Pop.	n. M	TRAINS		M.	Mxd.	Pass
P M	A M			DEPART	AR'VE		A M	P M
1 50	6 00	51821	0	.. NEW LONDON*	66	11 00	5 33	
2 08	6 25	1848	6	.. Montville ..	60	10 40	5 15	
2 30	7 00		13	.. Norwich Ld'gt ..	53	10 19	4 53	
2 45	7 18		17	.. Yantic ..	49	9 40	4 37	
3 15	8 00		26	.. South Windham ..	40	8 58	4 12	
3 30	8 35	3500	30	.. Willimantic† ..	36	8 40	4 00	
3 45	8 55		34	.. South Coventry ..	32	8 10	3 55	
3 58	9 15	2570	38	.. Mansfield ..	28	7 50	3 30	
4 14	9 37	1410	44	.. Tolland and Will. ..	22	7 25	3 14	
4 31	10 00	2941	50	.. Stafford ..	16	7 05	2 58	
5 03	10 45	2831	62	.. Monson ..	4	6 08	2 25	
5 15	11 00	3974	66	.. PALMER § ..	0	5 50	2 10	
P M	A M			AR'VE	DEPART		A M	P M

*Con. with N. Haven & N. L. RR.
 †Con. with Norwich & Wor. RR.
 ‡Con. with Prov., Hartford & Fishkill R. R.
 §Con. Amherst & B. RR below.
 ¶Junction with Western RR.

AMHERST & BELCHERTOWN RAILROAD.

L. M. HILLS, Pres., Amherst, Mass. J. K. PARSONS, Supt., Amherst, Mass.

PAL. TO AMHERST				STATIONS.		AM. TO PAL.		
Pass	P M	Pop.	M	TRAINS		M.	Pass	Pass
P M				DEPART	AR'VE		A M	
2 10			0	.. PALMER*	20	10 50		
2 23	3974	0		.. Belchertown ..	10	10 15		
2 51	2680	10		.. Dwigths ..	4	9 48		
3 10		16		.. AMHERST ..	0	9 30		
3 30	3057	20					A M	
P M	P M			AR'VE	DEPART			

*Junction with West. RR.
 *Connects with New London, Willimantic and Palmer, R. R., above.

PITTSFIELD AND NORTH ADAMS RAILROAD.

C. W. CHAPIN, Pres., Springfield, Mass. HENRY GRAY, Pittsfield, Mass.

PITTSF'D TO N. A.				STATIONS.		N. ADAMS TO P		
Pass	Pass	Pop.	M	TRAINS		M.	Pass	Pass
P M	A M			DEPART	AR'VE		A M	P M
5 25	10 40	7000	0	.. PITTSFIELD*	20	9 05	2 15	
5 55	11 10	1298	9	.. Cheshire ..	11	8 40	1 50	
6 25	11 40	3000	20	.. NORTH ADAMS† ..	0	8 00	1 15	
P M	A M			AR'VE	DEPART		A M	P M

*Con. with Housatonic Railroad & Western RR.
 †Con. with Troy and Greenfield RR.

MISSISSIPPI CENTRAL AND TENNESSEE RR.—Gen. R. P. Neely, Pres., and Tracy Robinson, Supt., Bolivar, Tenn.—Trains leave Junction for Jackson 3 00 p m & 12 night, Leave Jackson for Junction 3 45 & 8 15 a m. Distance, 50 ms.
 N. ORLEANS, JACKSON & GREAT NORTHERN RAILROAD.—John Calhoun, Pres., & Wm. M. Wadley, Supt., N. Orleans.—Trains leave New Orleans for Canton 7 30 a m. Leave Canton for New Orleans 7 40 a m. Distance, 206 miles. Through Fare, \$3 25.

SULLIVAN RAILROAD.

J. M. Glidden, Pres., Ch'town, N. H.

G. Merrill, Supt., Ch'town.

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Bellows Falls.				STATIONS.		Bellows Falls to Windsor.			
A	P	A	P	Trains		M	P	P	P
PM	AM	2:00	0	EP.	AVE	PM	PM	PM	PM
1 10	4 00	2:00	0	 Windsor*	26	1 55	8 00		
			20	 West Claremont.	26				
1 35	4 45	3:00	25	 Claremont	18	1 32	7 20		
1 46	5 10		40	 North Charlestown	14	1 12	6 45		
2 03	5 50	1:50	6	 Charlestown†	8	12 55	6 20		
2 14	6 10		7	 South Charlestown	4	12 42	5 47		
2 56	6 30	2:50	85	 Bellows Falls†	0	12 30	5 30		
PM	AM			AVE	DEP.	PM	PM	PM	PM

Vermont Valley Railroad.

Hugh H. Henry, Pres., Chester, Vt.

M. Sloat, Supt., B. Falls, Vt.

Trains leave Bellows Falls for Brattleboro at 8 05 a m & 2 28 p m. Trains leave Brattleboro for Bellows Falls at 10 40 a m & 4 25 p m. Distance, 24 ms. Fare, 80c

Northern (N. H.) Railroad.

Onslow Stearns, Pres., & Agt, Concord. Wm. M. Parker, Asst. Supt., Concord.

Trains leave Concord at 10 45 a m & 3 00 p m, arrive Franklin 11 33 a m & 3 48 p m, arrive West Lebanon at 2 10 p m. Trains leave West Lebanon at 12 30 p m, arrive at Franklin 2 45 p m, and Concord at 10 05 a m & 3 30 p m. Leave Franklin for Concord 9 40 a m. Distance, 69 miles. Through Fare, \$2 10.

Concord & Portsmouth Railroad.

Josiah Minot, Pres. & Supt., Portsmouth.

J. D. Pillow, Portsmouth, N. H.

Trains leave Portsmouth for Concord 3 50 p m. Leave Concord for Portsmouth 7 00 a m. Distance, 47 miles. Through Fare, \$1 55.

Newburyport Railroad.

Trains leave daily from Boston for Haverhill and Newburyport at 8 00 a m, and 2 00 & 4 50 p m, arrive at Newburyport 9 45 a m, and 3 40 & 6 15 p m.

From Newburyport for Boston at 7 45 & 11 00 a m, and 4 10 p m, arrive at Boston 9 28 a m, and 12 40 & 5 54 p m.

Distance, 38 miles. Fare, \$1 10.—Nov. 1.

B. Poole, President.

NEWBURYPORT & BRADFORD JUNCT.—Trains leave Newburyport for Bradford 7 45, 11 00 a m, & 4 10 p m. Leave Bradford for Newburyport 9 05 a m and 3 00 & 5 25 p m.

Nov. 1, 1853.

Macon & Western Railroad.

Isaac Scott, Pres., Macon, Ga.

Alfred L. Tyler, Supt., Macon.

Trains leave Atlanta for Macon 11 00 a m & 12 night. Leave Macon for Atlanta 10 00 a m & 12 00 m.—Distance, 103 miles. Through Fare, \$4 00.

Western & Atlantic Railroad.

(Owned by the State of Georgia.)

John M. Lewis, Supt.

Eugene Le Hardy, Engineer.

Trains leave Atlanta 4 50 & 10 15 a m for Chattanooga. Leaves Chattanooga for Atlanta 5 15 a m & 3 10 p m. Distance, 138 miles. Through Fare, \$5 00.

CANAL RAILROAD LINE.

WM. JOHNSON, Pres., and P. DENNIS, Gen. Agt., New Haven, Ct.

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NEW HAVEN TO NORTHAMP'T'N					STATIONS.		NORTHAMP. TO N. HAV.			
Pass.	Pass.	Mxd.	Pop'n.	\$ c. M.	TRAINS		M \$ c.	Pass.	Pass.	Mxd.
P M	A M	A M			DEP'T	AR'VE		A M	P M	P M
4 00	10 55	5 00	2 000	0 0	N w Haven	76 2 37	9 45	2 00	5 45	
4 30	11 30		236	12 4	Hamden Plains	72 2 25	9 45			
4 30	11 30			30 1	Brooks'	64 90	9 00			
5 04	11 58	6 27	2135	65 22	Southington	54 1 5	8 42	1 07	4 10	
5 10	12 16	6 45		85 27	Plainville	49 1 40	8 30	15 57	3 54	
					BR. to COLLINSV'L					
5 33	12 49		26 30	95 30	Farmington	8 20	8 12		3 15	
5 46	1 15		1161	1 10 36	Burlington	2 10	7 57		2 53	
5 55	1 23		1000	1 15 38	Collierville	0 0	9 50		2 45	
					MAIN LINE CONT'D					
5 23	12 20	6 57	2630	95 30	Farmingham	46 1 30	8 18	12 49	3 39	
5 35	12 36	7 22	995	1 05 37	Avon	39 1 15	8 02	12 36	3 13	
5 47	12 48	7 35	273	1 15 39	Westogue	3 1 05	7 56	12 27	3 03	
					BR. to TARIFFV'LE					
			2000	1 25 44	Tariffville	34 1 05				
					MAIN LINE CONT.					
6 05		8 20	4181	1 55 54	Southwick	22 65	7 15		2 01	
6 40	1 36	9 00		1 75 60	Westfield	16 40	7 00	11 30	1 36	
7 5	2 00	9 42	1342	2 20 71	Easthampton	5 15	6 36	11 1	12 46	
7 15	2 10	10 00	5500	2 35 76	Northampton	0 0	6 25	1 0	1 30	
P M	P M	A M			AR'VE	DEP'T		A M	A M	P M

Providence, Hartford & Fishkill Railroad.

TRAINS leave Providence, 5 45 & 2 30 p m and 8 00 a m.]

" " Plainfield, 8 17 & 4 18 p m, and 9 40 a m.

" " Willimantic, 8 45 a m, 5 19 p m & 10 42 a m.

" arr. at Hartford, 10 30 & m, 6 50 & 12 15 p m.

Hartford to New Britain—EXTRA at 1 00 P. M.

TRAINS leave Hartford, 10 45 a m, 4 15 p m. Leave Plainville 11 20 a m, 5 15 p m. Arrive at Waterbury, 12 17 a m, 6 40 p m.

New Britain to Hartford—EXTRA at 1 50 P. M.

TRAINS leave Waterbury, 8 05 a m, 1 00 p m. Arrive at Hartford 9 50 a m, 3 02 p m.

TRAINS leave Hartford, 7 00 a m, 1 05 & 3 12 p m. Leave Willimantic 8 35 a m, 2 36 p m. Leave Plainfield 6 55 & 9 40 a m, 3 35 p m. Arrive at Providence, 9 15 a m, 11 20 & 5 15 p m.

Way fares, 3 cents per mile. Fare from Hartford to Providence, \$2 70; Hartford to Waterbury 90 cents,

SAMUEL NOTT, Supt.

Dec.]

NAUGATUCK RAILROAD.

Wm. D. Bishop, Pres. and Chief Eng. C. Waterbury, Supt., Bridgeport, Ct.

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Bridgeport to Winsted.					STATIONS.		Winsted to Bridge.				
Pass	Pass	Pop'n	\$ c.	M	Trains		M	\$ c.	Pass	Pass	
p m	a m				Arrive	Depart			a m	p m	
5 30	10 15	12000	...	...	Bridgeport	61	1 8	10 02	4 58		
5 4	10 27	1500	20	4	Stratford	57	1 7	9 50	4 46		
6 14	11 00	550	50	13	Derby	48	1 4	9 19	4 12		
6 24	11 10	1255	55	15	Ansonia	46	1 4	9 11	4 03		
6 34	11 22	325	65	19	Seymour	42	1 3	8 58	3 49		
7 04	11 46	1650	85	27	Naugatuck	34	1 05	8 33	3 14		
7 20	12 06	3250	95	32	Waterbury	39	80	8 15	3 05		
	12 16	100	1 05	35	Waterville	26	70		2 53		
	12 38	300	1 25	41	Plymouth	20	65		2 33		
	1 15	650	1 60	52	Wolcottville	9	30		1 57		
	1 53	2250	1 88	61	Winsted				1 25		
p m	a m				Arrive	Depart			a m	p m	

The Woodbury Stage arr. to con. at Seymour with the 8 15 a. m. train down from Waterbury, and returned on arr. of the 10 15 a. m. train from Bridgeport. Stages leave Stations on arr. of trains.

Danbury & Norwalk Railroad.

Ell T. Hoyt, Pres., Danbury, Ct. Harvey Smith, Supt., Danbury, Ct.

Trains leave South Norwalk for Danbury and way Stations at 9 00 and 11 05 a. m. Leave Danbury for South Norwalk and way Stations at 7 00 a. m. and 4 05 p. m. Distance, 23 miles. Through fare, 80 cents.

New Haven, Hartford & Springfield Railroad.

Charles F. Pond, Pres., Hartford, Ct. E. M. Reed, Supt., Hartford Ct.

Trains leave New Haven 7 45, 11 00 a. m. and 4 05, 5 45 p. m., arriving at Hartford 9 17 a. m. and 12 20, 5 38, 7 04 p. m., at Springfield 10 30 a. m. and 1 05, 6 45 and 7 50 p. m.

Trains leave Springfield 7 00 a. m., 12 00 m., 1 45 and 6 35 p. m., arriving at Hartford 8 10 a. m., 12 50, 2 53, 7 26 p. m., at New Haven 9 41 a. m., 2 05, 4 19 and 8 39 p. m.

Additional Train leaves Springfield for Hartford 10 45 a. m., return 1 10 p. m. Distance, 62 miles. Fare to Hartford, 75 cents, to New Haven, \$1 80.

Norwich & Worcester Railroad.

Augustus Brewster, Pres, Norwich, Ct. P. St. M. Andrews, Supt., Norwich, Ct.

Trains leave Norwich for way Stations and Worcester 6 00 a. m., 3 45 p. m. Trains leave Worcester for Norwich & way Stations at 10 15 a. m. and 4 30 p. m. Extra Train leaves Worcester for Steamboat and Allens Point 7 00 p. m. Extra Train leaves Allens Point and Steamboat for Worcester 1 30 a. m. Distance, 66 miles. Through fare, \$1 80.

Mobile & Girard Railroad.

J. H. Howard, Pres., Columbus, Ga. John Howard Jr., Supt.

Trains leave Columbus for Guerry's 2 00 p. m.—Leave Guerry's for Columbus 4 45 p. m. Distance, 38 miles. Through Fare, \$2 00.

West Feliciana Railroad.

Geo. H. Gordon, Pres., Woodville, Miss. L. T. Cunningham, Supt.,

Trains leave Woodville for Bayou Sara 5 30 a. m.—Returns at 2 30 p. m.

MIDDLETOWN—BERLIN.—Trains (via Middletown Branch R. R.) leave Middletown for Berlin at 8 00 and 11 20 a. m., and 4 35, 6 10 p. m. Berlin for Middletown at 8 50 a. m., and 1 10, 5 12 and 7 46 p. m. Distance, 10 miles. Fare, 85 cents.

HOUSATONIC RAILROAD.

CHARLES HUNT, Pres. & Supt., Canaan, Ct. GEO. B. HUNT, Asst. Supt., Bridgeport.

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BRIDGEPORT TO PITTSFIELD.					STATIONS.		PITTSFIELD TO BRIDGE.				
Pass	Pass	Pass	Pass	Pop'n	\$ c.	M s	Ma	Thro	Spe'l	Pass	Mon
1 m	p m	a m	a m				DEP	AR'VE		a m	a m
Saturday only—stops at all Sta's		10 35		11000	0	0	Bridgeport.	110	2 35		
		12 00		359	1 10	29	Brookfield	81	1 10		
		12 17		650	1 35	35	New Milford	75	12 52		
		12 52		350	1 60	48	Kent	62	12 17		
		2 01		2627	2 10	73	Canaan	37	11 14		
		2 17	9 30	350	2 30	79	Sheffield	31	10 56		
		2 43	7 39	500		87	Van Deusenville	23	10 31	6 18	
							Branch to Albany.				
				1713	2 75	95	West Stockbridge	41			
					2 85	98	State Line	38			
				65000	3 60	136	arr. Albany	0			
							Main Line Contin'd				
		2 52	7 45		2 65	89	Housatonic	21	10 25	6 10	
		3 25	8 18	1000	3 00	99	Lee	11	9 53	5 34	
		3 38	8 29	1598	3 10	102	Lenox	8	9 41	5 22	
		4 00	8 55	5800	3 10	110	Pittsfield	0	9 20	5 00	5 00
p m	p m	a m	a m				AR'VE	DEF	a m	p m	a m

New Hampshire Central Railroad.—Anthony Colby, Pres., New London, N. H. J. A. Gilmore, Supt., Concord.—Trains leave Manchester 2 15 P M for North Weare. turning, leave North Weare 9 30 A M.

Concord & Claremont Railroad.—Anthony Colby, Pres., N. London. O. Stearns, Supt., Concord, N. H.—Trains leave Concord for Bradford 3 00 P M. Returning, leaves Bradford 8 55 A M. Leave Concord for Contoocook 1 30 P M. Returning, leaves at 10 25 P M. Distance, 25 miles. Fare, from Concord to Bradford, \$1 00.

Connecticut River Railroad.—D. L. Harris, Pres., & W. B. Brinsmade, Supt., Springfield, Mass.—Trains leave Springfield at 7 45 & 10 40 A M, 1 30 & 8 00 P M.—Arrive Northampton 12 05 and 8 34 A M, 8 50 P M, 2 25 P M.—Leave Northampton 8 34 A M, 2 25 P M.—Arrive at Vernon 10 10 A M, 3 50 P M.—Arrive at Keene 11 25 A M, 6 05 P M.—Arrive at Brattleboro' 4 40 P M.—Leave Brattleboro' 9 10 A M & 3 45 P M.—Arrive at S. Vernon 9 40 A M & 3 55 P M.—at Northampton 11 05 A M & 5 20 P M.—at Springfield 11 55 A M & 6 10 P M.

Trains leave Keene for S. Vernon 7 30 A M & 2 30 P M.—Leave Northampton 11 05 A M & 5 20 P M for Springfield. Distance, 60 miles. Through Fare, \$2 00.

Chicopee Falls Branch R.R.—Trains leave Springfield for Chicopee Falls 7 30 A M 12 10 M and 6 30 P M.—Returning, leave Chicopee Falls 8 30 A M, 1 00 and 7 00 P M. Fare, 18 cents.

OLD COLONY AND FALL RIVER RAILROAD.—Trains leave Boston for South Braintree 11 30 A M, 6 15 and 9 15 P M.—Trains leave Boston for South Braintree Plymouth 8 30 A M, 2 30 and 4 30 P M.—Trains leave Plymouth for South Braintree and Boston 7 30 A M and 3 15 P M.—Trains leave South Braintree for Boston 6 30 & 7 30 A M & 1 00 P M.—Trains leave South Abington for Boston 10 00 A M. Distance, 37 miles. Through Fare, \$1 20. Trains stop at intermediate stations. *On Tuesdays at 11 15 and Saturdays 10 00 P M. *To So. Abington only, except

DORCHESTER AND MILTON BRANCH.—Leave Boston for Mattapan 9 00 A M & 1 00, 3 00 & 5 00 P M. Distance 8 miles. Fare, 25 cents.

ABINGTON AND BRIDGEWATER.—Trains leave S. Abington 8 30 A M & 3 55 P M. Returning leave Bridgewater 7 45 & 9 22 A M. Distance 7 miles. Fare, 30 cents.

MARIETTA AND CINCINNATI RAILROAD.

Noah L. Wilson, Pres., Chillicothe. Beman Gates, V. P. and Supt., Cincinnati, O.
J. L. Hinkley, Master of Trains, Cincinnati, O.

Please inform the publisher for corrections, if any errors are found in this Guide.

Trains leave Cincinnati for Marietta at 6 30 a. m. Trains leave Hillsboro and Chillicothe at 6 30 a. m. 3 30 p. m. Trains leave Blanchester for Hillsboro 9 40 a. m. and 1 5 35 p. m. Trains leave Marietta for Cincinnati 6 30 a. m. leaves Chillicothe for Hillsboro and Cincinnati 5 40 a. m. Through Fare, 95 50. Distance, 190 miles.

Bellefontaine Railroad.

John Brough, Pres. and Gen. Supt., and J. Canby, Asst. Supt., Bellefontaine, O.
Joseph F. Boyd, General Ticket Agent, Indianapolis, Ind.

Trains leave Crestline for Indianapolis 11 30 a. m. and 8 10 p. m. leave Union for Indianapolis 8 40 p. m. Return, leaves Indianapolis for Crestline 8 45 a. m. 8 40 p. m. for Union Station 1 45 p. m. Through Fare, \$1.50. Distance, 281 miles.

Trains run by Columbus time East of Union and by Indianapolis time West of Union.

Terre Haute and Richmond.

Accom 5 00 a. m. arrive at Indianapolis 8 25 a. m. Exp. 5 10 p. m. arrive at Indianapolis 8 30 p. m.

Returning—Leave Indianapolis 1 30 a. m. and 12 30 p. m. arrive at 4 50 a. m. and 4 05 p. m.—Office Terre Haute, Ind. Nov. 29th, 1858.

Petersburg and Lynchburg Railroad.

THOS. CAMPBELL, Pres., Petersburg, Va. G. B. ALLSUP, Supt., Petersburg, Va.
Trains leave Petersburg 6 00 a. m. for Lynchburg. Leave Lynchburg for Petersburg 5 30 a. m. and 9 30 p. m. Distance, 133 miles. Through Fare, \$5.00.

Richmond and Petersburg Railroad.

Peter V. Daniel, Jr., Pres. Thos. H. Wynne, Supt., Richmond.
Trains leave Richmond 4 30 a. m. & 2 45 p. m. for Petersburg.—Returning, leave Petersburg for Richmond 4 30 a. m., except Sundays, and 5 00 p. m. Fare, \$1.35. Distance, 22 miles.

Mississippi Central Railroad—Northern Division.

Pres., E. G. Barney, Supt., Holly Springs, Miss.
Trains leave Junction for Water Valley, 7 30 a. m. & 2 30 p. m. Leaves Water Valley for Junction 7 30 a. m. 8 00 p. m. Distance, 72 miles. Through Fare, \$3.00.

EASTERN RAILROAD.

John Howe, Pres., Boston, Mass. Jeremiah Prescott, Supt, Boston, Mass.
John B. Parker, Tres., Boston, Mass.

Boston to Portsmouth					STATIONS.		Portsmouth to Boston.			
Pass	Pass	Pass	Pass	p'n.M \$ c	Trains		Pass	Pass	Pass	Pass
am	pm	pm	pm	.....	Depart	Arrive	am	pm	pm	pm
7 30	12 15	2 30	4 15	200000 0	.....	Boston	9 30	1 45	4 40	10 00
7 45	12 29	2 54	4 29	7000 4 15	.....	Chelsea	9 13	1 30	7 1	9 45
8 02	12 47	3 02	4 47	16980 11 25	.....	Lynn	8 58	1 13	6 55	9 28
8 15	1 00	3 15	5 00	25000 16 50	.....	Salem	8 45	1 00	6 45	9 15
8 48	1 33	3 48		3566 27 80	.....	Ipswich	8 08	12 25	6 1	8 40
9 10	1 50	4 10		15000 110	.....	Newburypt	7 47	12 05	5 50	8 20
9 36		4 36		750 46 135	.....	Hampton	7 23	11 39	5 2	7 54
9 57		4 57		14000 5 165	.....	Portsmouth	7 00	11 15	5 00	7 30
am	pm	pm	pm	.....	Arrive	Depart	am	am	pm	pm

CINCINNATI, HAMILTON & DAYTON RAILWAY

S.S. L'HOMME, Pres., Cincinnati.

D. McLAREN, Supt., Cincinnati.

F. H. SHORT, Sec'y & Gen. Frt. Agt., Cincinnati.

Please inform the publisher for correction, if any errors are found in this Guide.

CINCINNATI TO DAYTON.					STATIONS.		DAYTON TO CIN'NATI			
Exp.	Mail.	Exp.	Pop'n	\$ c.	Mls.	TRAINS.	Exp.	Exp.	Exp.	Mail.
P M	A M	A M				DEPT' AR'VE.	A M	A M	P M	P M
4 30	8 40	6 00	200000	0	0	CINCINNATI	8 05	10 5	12 40	6 50
				5	1	Mill Creek	7 57	10 44	12 32	6 42
				10	2	Ernst's	7 48	10 34	12 23	6 3
4 38	8 48			15	5	Cumminsville				
4 48	8 56	6 12		20	7	Spring Grove				
				30	10	Carthage	7 38	10 24	12 13	6 22
5 00	9 07	6 22	500	35	15	Lockland	7 33	10 19	12 06	6 15
5 07	9 14	6 27		45	18	Glendale	7 25	10 12	11 57	6 0
5 16	9 23	6 35		50	17	Princeton Pike				
				55	19	Jones'	7 15	10 02	11 47	5 57
5 26	9 32	6 43		65	22	Schenck's				
				75	25	Hamilton	7 00	9 47	11 30	5 4
5 42	9 47	6 58	10000	90	29	Overpeck's				
				95	31	Busenbarck'		9 30		5 25
5 58	10 03			1 00	33	Prenton		9 25		5 2
6 40	10 08	7 16	300	1 10	37	Middletown		9 15		5 1
6 16	10 10	7 26	1500	1 20	40	Post Town		9 03		4 58
6 40	10 28	7 33		1 35	44	Carlisle		8 53		4 48
6 34	10 38	7 4		1 50	49	Miamisburg		8 43		4 38
6 48	10 52	7 53	2000	1 55	52	Carro lton		8 36		4 31
6 50	10 58	8 00	500	1 80	60	DAYTON		8 20		4 15
7 12	11 15	8 20	22000			AR'VE DEPT'	A M	A M	A M	P M
P M	A M	A M								

CINCINNATI, EATON & RICHMOND RAILROAD

DAVID BARNET, Pres Eaton, O.

D. M. MARROW, Eaton, C.

CINCINNATI TO RICHMOND.					STATIONS.		RICHMOND TO			
Exp.	Exp.	Exp.	Pop'n	\$ c.	Mls.	TRAINS.	Mls.	Acc.	Exp.	Ex
P M	P M	A M				DEPT' AR'VE.	P M	P M	P M	P M
4 00		6 10	200	0	0	CINCINNATI	7 0	1 20	6 5	10 10
5 00	3 20	6 49	10000		25	Hamilton	4 12	10 55	10 10	10 10
5 10	3 35	7 13			32	Seven Mile Station	3 11	10 42	4 10	9 13
5 18	3 43	7 10			36	Collinsville	3 11	10 4	4 00	9 5
5 25	3 50	7 17			39	Somerville	3 11	10 19	3 50	9 48
5 38	4 03	7 28	500		45	Camden	2 6	10 19	3 35	9 37
5 45	4 10	7 25			47	Barnett's Station	2 11	10 12	3 8	9 32
6 00	4 25	7 50	1900		53	Eaton	1 10	10 56	3 12	9 17
6 10	4 41	8 04	800		60	Florence	10 10	10 38	2 53	9 03
6 38	5 03	8 22		200	70	RICHMOND	0 10	10 15	2 30	8 43
P M	P M	A M				AR'VE DEPT'			A M	P M

Sacramento Valley Railroad.

C. K. GARRISON, Pres., San. Francisco, Cal. J. P. ROBINSON, Supt.
Sacramento, Cal. Distance, 22 miles. Fare, 32. Trains each way daily.

INDIANAPOLIS & CINCINNATI RAILROAD.

H. C. Lord, Pres. and Supt., and J. V. Mills, Asst. Supt., Indianapolis, Ind.
W. H. L. Noble, Gen. Ticket Agent, Indianapolis.

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Indianapolis to Cincinnati.						STATIONS.		Cincinnati to Indianapolis.					
Exp	Acc.	Mail	Pop'n	\$ c.	Ms	Trains		Ms	Mail	Acc.	Exp		
PM	PM	AM				Dep't	Ar'v'e	PM	PM	PM	AM		
8 00	4 45	6 25	20000	0	0	 Cincinnati.....	110	2 15	10 10	2 00			
8 28	5 15	6 57	2042	35	10	 Delhi.....	100	1 45	9 31	1 30			
9 00	5 47	7 35	6000	70	21	 Lawrenceburg.....	89	1 13	9 00	12 58			
10 55	8 03	9 53	2000	2 10	65	 Greensburg.....	45	11 07	6 40	10 55			
11 49	8 57	10 50	1800	2 70	87	 Shelbyville.....	23	10 05	5 42	9 56			
1 00	10 10	12 00	20000	3 50	110	 Indianapolis.....	0	8 45	4 30	8 30			
AM	PM	M				Ar'v'e	Dep't	AM	PM	PM	PM		

Lexington & Covington or Kentucky Central Railroad.

John T. Lewis, Pres.; Chas. A. Withers, Supt.; G. M. Clark, Gen. Ticket Agent; and R. F. Blisk, Frgt Agent, Covington, Ky.

Trains leave Covington 6 25 a m and 2 30 p m, stopping at way stations—Arrives at Lexington 11 18 a m and 7 24 p m.—Returning, leave Lexington 2 15 p m and 5 10 a m.—Arrives at Covington 7 05 p m and 10 20 a m. Distance, 99 miles. Fare, from Covington to Paris, \$2 40—To Lexington, \$3 00.

Louisville & Lexington Railroad.

L. & F. R. R.—E. D. HOBBS, Pres., Louisville, Ky. S. GILL, Supt., Louisville.

Trains leave Louisville for Lexington 5 50 a m and 2 00 p m—For Lagrange 5 10 p m.—Leave Lexington for Louisville 5 15 a m and 2 15 p m—Leave Lagrange 6 45 a m. Distance, 94 miles. Through Fare, \$3 00.

North Missouri Railroad.

Thos. B. Hudson, Pres., and R. Walker, Chief Eng. & Supt., St. Louis, Mo.

Trains leave St. Louis 10 a m, St. Charles 11 40, Warrenton 1 35 p m, arrive at Sturgeon, 5 00. Returning, leave Sturgeon 7 15 a m, Warrenton 10 40 a m, St. Charles 12 35 p m, arrive at St. Louis, 2 15 p m. Extra Train leaves St. Louis for Ferry Landing 4 00 p m. Return 8 00 a m. Dis., 130 miles. Through Fare, to Mexico, \$4 25.

Alleghany Valley Railroad.

Wm. F. Johnson, Pres., Pittsburg. W. Reynolds, Supt., Pittsburg, Pa.

Trains leave Pittsburg 7 15 a m & 5 00 p m, for Kittaning & way stations. Leave Kittaning 5 45 a m & 5 15 p m for Pittsburg & way stations. Distance, 44 miles. Through Fare, \$1 25.

Springfield, Mt. Vernon & Pittsburg Railroad.

Wm. Dunbar, Pres., Mt. Vernon, O. J. R. Straughan, Supt., Delaware, O.

Trains leave Springfield, for Delaware 9 15 a m & 12 m. Leave Delaware for Springfield 11 30 a m & 9 15 p m. Distance, 49 miles.

Cincinnati, Wilmington and Zanesville Railroad.

Erasmus Gest, Pres. & Supt., & Wm. M. Tuthill, Acting Supt., Cincinnati, O.

Trains leave Zanesville 9 15 a m & 5 00 p m, Lancaster, 12 00 m & 2 00 a m Circleville 1 15 p m & 4 15 p m, Morrow 4 42 p m & 11 20 a m, arrive at Cincinnati 7 18 & 1 20 p m. Trains leave Cincinnati 6 00 a m & 4 40 p m, Morrow 7 30 a m & 6 35 p m, Circleville 10 45 a m & 1 10 a m, Lancaster 11 50 a m, 3 45 a m, arrive at Zanesville 2 25 p m & 11 20 a m. Distance, 168 miles.

April 11.

ROAD.

apolis, Ind.

this Guide.

nati to India

il. Acc. Exp

M P M A M

15 10 10 2 00

45 9 31 1 30

13 9 00 12 58

07 6 40 10 55

06 7 42 9 56

45 4 30 8 30

M P M P M

Road.

Gen. Ticket

s—Arrives at

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Louisville.

range 5 10 p

range 6 45 a

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St. Louis for

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ille 2 25 p m

April 11.

SANDUSKY, DAYTON AND CINCINNATI R. R.

JOHN P. YELVERTON, Pres., New York; JOHN H. HUDSON, Supt., Sandusky; M. G. CLAPP, Gen. Ticket Agent, Sandusky; L. W. LEWIS, Gen'l Ticket Agent, Dayton, Ohio.

Please inform the Publisher, for correction, if any errors are found in this Guide.

SANDUSKY TO DAYTON.					STATIONS.		DAYTON TO SANDUSKY				
Acc.	Exp.	Mail.	Pop'n	\$ c.	M s	TRAINS.	M s	\$ c.	Mail.	Exp.	Acc.
P M	P M	A M				DEP'T AR'VE			P M	A M	A M
10 10	8 10	15000	0	0		SANDUSKY*	153	4 00	3 56	4 00	
	8 30	1000	20	6		Castalia	147	3 80	3 33		
	8 40		30	11		June's	142	3 70	3 20		
11 10	9 05		40	17		Clyde t.	136	3 60	3 00	3 05	
10 30	9 20		60	22		Green Springs	131	3 40	2 45	2 50	
	9 35		75	27		Watson	126	3 25	2 30		
12 18	10 00	5000	90	33		Tiffin	120	3 10	2 10	2 15	
	10 20		1 00	38		Side Track	115	3 00	1 50	1 50	
	10 32		1 10	42		Berwick	111	2 90	1 40		
	10 40	600	1 15	44		Oregon	109	2 85	1 35		
1 20	10 55		1 25	49		Carey	104	2 75	1 25	1 15	
	11 15		1 45	56		Whartonsburgh	97	2 60	1 03		
2 15	11 30		1 60	61		Forest	92	2 40	12 50	12 35	
	11 35		1 60	63		Patterson	90	2 40	12 33		
	11 50		1 85	68		Cloud Side Tr'k	85	2 25	12 20		
3 10	12 10	1565	2 90	73		Kenton	80	2 10	12 05	11 55	
	12 30		2 00	79		Turkey Ridge	74	2 00	11 45		
	12 48		2 10	85		Belle Centre	68	1 50	11 30		
	12 55	400	2 10	87		Richland	66	1 45	11 22		
4 15	1 05	400	2 25	91		Huntsville	62	1 35	11 12	10 50	
4 40	1 25	2500	2 40	97		Bellefontaine	56	1 25	10 56	10 30	
	1 34		2 55	101		Jordan's	52	1 15	10 43		
5 10	1 45	1000	2 65	105		West Liberty	48	1 05	10 33	10 10	
	2 00		2 80	109		Lippincott	44	1 00	10 20		
6 10	2 30	3500	2 95	115		Urbana	38	1 00	10 05	9 40	
	2 43		3 20	121		Lawrence	32	1 00	9 50		
	2 50		3 30	124		Tremont	29	85	9 43		
7 05	3 10	10000	3 40	129		Springfield	24	70	9 28	8 54	
	3 25		3 45	135		Cross's	18	55	9 10		
	3 30	500	3 50	137		Enon	16	50	9 05		
	3 45		3 70	143		Osborn	10	30	8 50		
	3 55		3 80	146		Kneisley's	7	20	8 40		
	4 02		3 90	140		Harshman's	4	15	8 35		
8 15	4 15	22000	4 00	153		DAYTON**	0	0	8 15	7 30	
P M	P M	P M				AR'VE DEP'T			A M	P M	A M

*Con. all Railroads from Sandusky. **Connects with all Railroads from Dayton.

†Cross. of Cleve. & Toledo RR. ‡Ju. of Findlay Branch RR.
 ¶Refreshment Stations. §Ju. of Spr'g'd Mt. Vernon & Pitts. RR.

Springfield and Columbus R. R.—Trains leave:
 Springfield at 10, Plattsburgh 10 40, arrives at London 11 20 A M
 Trains leave London at 3 30 and Plattsburgh 4 00, arrives at Springfield 4 40 P M. Distance, 20 miles. Fare, 60 cents.

CLEVELAND, COLUMBUS & CINCINNATI R. R.

L. M. HUBBY, Pres., Cleveland, Ohio.

E. S. FLINT, Supt., Cleveland, Ohio.

H. C. MARSHALL, Gen. Ticket Agt., Cleveland, Ohio.

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CLEVELAND TO CINCINNATI.					STATIONS.		CINCINNATI TO CLEV.			
Mail.	Pass.	Exp.	Pop'n.	\$ c Mls.	TRAINS.		Pass	Exp.	Mail.	
P M	A M	P M			DEPT	AR'VE	P M	A M	A M	
11 40	8 10	5000	0	0	CLEVELAND*	8 30	11 55			
12 05	8 45		40	13	Berea	7 56	11 12			
12 11	8 51	515	45	15	Olmsstead†	7 50	11 05			
12 50	9 01	600	6	19	Columbia	7 40	10 54			
12 35	9 18	447	75	25	Grafton†	7 55	10 36			
12 44	9 30	800	90	29	La Grange	7 13	10 19			
1 00	9 49	400	1 10	36	Wellington	6 55	9 59			
7 20	10 03	150	1 25	42	Rochester	6 42	9 44			
1 27	10 18	100	1 40	47	New London	6 27	9 27			
1 44	10 37	1550	1 65	54	Greenwich	6 09	9 08			
1 59	10 54	500	1 85	61	Salem	5 52	8 47			
2 13	11 11	1000	2 00	67	Shelby	5 37	8 30			
2 33	11 33	230	2 25	75	Cresdine	5 15	8 05			
2 44	11 45	500	2 40	80	Galion	5 00	7 33			
2 56	11 59	500	2 55	85	Iberia	4 46	7 21			
3 13	12 17	1000	2 75	93	Gilad	4 28	7 03			
3 24	12 28	1598	2 90	97	Cardington	4 16	6 53			
3 34	12 45	900	3 10	1 04	Ashley	3 58	6 36			
3 48	12 56	300	3 25	1 08	Eden	3 48	6 27			
4 3	1 1	4594	3 40	1 14	Delaware	3 33	6 14			
4 11	1 21	450	3 45	1 15	Berlin	3 22	6 03			
4 21	1 3		3 60	1 19	Orange	3 13	5 53			
4 25	1 36	800	3 65	1 21	Worthington	3 08	5 49			
4 39	1 49	3000	3 80	1 26	Columbus†	2 53	5 35			
5 00	2 1	5000	4 00	1 35	Xenia	2 30	5 15			
10 53	8 10	10000	7 00	2 50	CINCINNATI	9 00	11 30			
A M	P M	A M			AR'VE	DEPT	A M	P M	A M	

†Con. all Railroads from Columbus. p. 88; Nov. 20.

*Con. all Railroads from Cleve.

†Con. Cleveland and Toledo.

‡Cross San. Mans & New.

§Con. Pitt. F. Wayne & Chi.

DAYTON, XENIA AND BELPRE RAILROAD.

SIMON GIBHART, Pres., Dayton, O.

L. B. JONES, Snp., Dayton, O.

XENIA TO DAYTON.					STATIONS.		DAYTON TO XENIA			
Acc	Exp.	Mail.	Pop'n.	\$ c Mls	TRAINS.		Mls.	Mail.	Exp.	Acc.
	P M	A M			DEPT	AR'VE		A M	P M	
	1 30	11 10	5000	0	DAYTON†	15	6 50	8 20		
	2 00	11 45		20	Harbine	6	6 18	7 45		
	2 05	11 51			Frosts	4	6 12	7 40		
	2 25	12 05	20000	50	XENIA*	0	6 00	730		
	P M	A M			AR'VE	DEPT		A M	P M	

*Con. with Columbus, and Xenia.

†Con. Sand. Day. & Cincin.

LITTLE MIAMI, & COLUMBUS & XENIA R.R.'S.

L. M. R. R.—JACOB STRADER, Pres., Cin. J. DURAND, Supt., Cincinnati, O.
C. & X. R. R.—Wm. DENNISON, Jr., Pres., Col. P. W. STRADER, Ticket Agt. Cin.

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CINCINNATI TO COLUMBUS				STATIONS		COLUMBUS TO CINC.			
Exp	A	P	M	DEP'T	TRAINS	Ms	Exp	Acc	Exp
9 00	4 15	11 30	0000	0	Cincinnati	120	9 10	11 45	10 25
9 40	4 58		1000	14	Millford	107	7 25	11 01	9 40
10 08	5 28	12 36	250	33	Loveland	97	7 00	10 37	9 19
10 31	5 54		300	32	Deerfield	88	6 28	10 06	8 52
10 42	6 05	1 08	1225	36	Morrow	83	6 18	9 52	8 42
11 35	7 01		550	58	Spring Valley	62		9 00	7 46
12 10	7 35	2 30	500	65	Xenia	55	5 05	8 45	7 31
Branch to Springfield.						19		7 45	6 50
12 10	7 36		500	65	Xenia	9		7 10	5 50
1 10	8 10			75	Yellow Springs			6 45	5 00
2 00	8 40			84	Springfield				
Main Line Continued.						47	4 41	8 22	6 58
12 28	7 55		500	73	Cedarville	36	4 14	7 55	6 34
12 54	8 24		550	84	South Charleston	25	3 70	7 35	6 14
1 23	8 53	3 45	2000	95	London	14	3 20	7 08	5 47
1 46	9 15		550	105	West Jefferson	6		6 55	
2 00	9 35		150	114	Alton	0	2 45	6 35	5 15
2 20	9 55	4 45	30000	120	Columbus				
P M	P M	A M			ARV'E [Dec. 29.]	DEP'T	A M	A M	P M

Way Fare, 3 cents a m. Through Fare, \$3.25.

Petersburg Railroad.

Wm. T. JOYNES, Pres. C. O. SANDFORD, Supt., Petersburg, Va.
Trains leave Petersburg 7 00 A M & 5 00 P M for Weldon—Returning, leave Weldon for Petersburg 2 00 & 12 30 P M. Distance, 63 miles. Fare, \$3.00.

Wilmington and Weldon Railroad.

Hon. Wm. S. ASHE, Pres. S. L. FREMONT, Supt., Wil., N. C.
Trains leave Weldon 12 00 A M & 9 00 P M for Wilmington—Returning, leave Wilmington for Weldon, 6 00 A M & 4 30 P M. Distance, 162 miles. Thro' Fare, \$5.50.

Raleigh and Gaston Railroad.

W. G. HAWKINS, Pres., Ridgeway. P. A. DUNN, Supt., Forestville, N. C.
Trains leave Raleigh for Weldon, 8 55 A M—Leave Weldon for Raleigh 11 30 A M. Distance, 97 miles. Through Fare, \$4.00.

Orange and Alexandria Railroad.

J. S. BARBOUR, Jr., Pres. H. W. VANDEGRIFT, Gen. Supt., Alex., Va.
Trains leave Alexandria for Gordonsville 7 25 A M & 8 30 P M—Leave Gordonsville for Alexandria 10 20 A M, 10 10 P M. Distance, 88 miles. Through Fare, \$4.00.

Virginia Central Railroad.

E. FONTAINE, Pres., Richmond, Va. T. DODAMEAD, Supt., Richmond, Va.
Trains leave Richmond for Jackson River 6 40 A M—Leave Jackson River for Richmond 2 30 P M. Distance, 195 miles. Through Fare, \$8.85.

Greenville and Miami Railroad.

James Thomson, Pres., N. Y. City. John L. Miller, Supt., Dayton, O.
Trains leave Dayton for Arcanum & Union 7 15 A M & 1 00 P M. Leave Union for Arcanum & Dayton 5 50 A M & 12 40 P M. Distance, 47 miles. Thro' Fare, \$1.65.

TI R R

reland, Ohio.

This Guide.

T O L E V.

Mail.

A M

+Con. all Railroads from Columbus. p. 88; Nov. 20.

A M
ledo.
& Chi.

ROAD.

Dayton, O.

T O X E N I A

Exp. Acc.

P M
8 20
7 45
7 40
730
P M

Cincin.

PITTSBURG, COLUMBUS & CINCINNATI R. R.

Hon. T. L. JEWETT, Pres. and Supt., Steubenville, O. JAMES D. LAYNG, Ass't Supt.
Steubenville, O. IRA A. HUTCHINSON, Gen. Ticket Agent, Columbus, O.

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PITTSBURG TO COLUMBUS.					STATIONS.		COLUMBUS TO PITTSBURG.						
Acc.	Exp.	Mail.	Acc.	Pop'n	\$ c. Ms		Ms	Exp.	Mail.	Pop'n	Acc.		
						TRAINS							
						DEP'T	AR'VE						
	p m	a m				 PITTSBURG....		a m	p m				
	2 35	7 10		120000		0	150	1 00	4 00				
	5 35	9 54		8000		3	147	9 50	12 20				
	6 10	10 10				5	144	9 33	12 03				
	6 18	10 17				11	138	9 15	11 45				
	6 38	10 35				14	135	9 08	11 38				
	6 46	10 42				18	131	8 56	11 26				
	6 59	10 53				20	129	8 50	11 21				
	7 05	10 59				23	126	8 41	11 12				
	7 14	11 07				25	125	8 35	11 03				
	7 20	11 12				L'v'e do Arr.		8 20					
	7 45	11 17				29	121	8 09	10 54				
	8 09	11 28		800		34	115	7 54	10 39				
	8 25	11 42				37	112	7 45	10 30				
	8 35	11 51				40	109	7 38	10 22				
	8 43	11 58				45	104	7 25	10 08				
	8 53	12 11				50	100	7 11	9 54				
	9 13	12 25		1175		53	97	7 03	9 46				
	9 22	12 33		250		57	93	6 52	9 34				
	9 34	12 44				60	89	6 42	9 23				
	9 46	12 55		600		67	83	6 25	9 06				
	10 04	1 11		600		70	79	6 14	8 55				
	10 16	1 21		350		74	77	6 03	8 44				
	10 28	1 33		350		81	64	5 45	8 27				
	10 47	2 05		1500		86	64	5 33	7 58				
	11 02	2 17				87	62	5 28	7 53				
	11 08	2 22				91	58	5 18	7 44				
	11 18	2 31		150		94	55	5 09	7 34				
	11 20	2 39		2000		100	49	4 53	7 18				
	11 46	2 54				108	41	4 32	6 57				
	12 11	3 14		225		112	38	4 24	6 49				
	12 19	3 22				117	33	4 10	6 35				
	12 35	3 35		8000		150		2 30	5 00				
	2 20	5 00		30000									
	a m	p m				AR'VE	DEP'T						

*Cross. of Riv. Div. of Cleve. & Pitts. R. R. †Junc. of Cent. Ohio, Railroad, and Sandusky, Mansfield and Newark R. R. Standard of Time at Steubenville, Depot.

NEW ORLEANS AND CARROLLTON RAILROAD.

G. C. DUNCAN, Pres., New Orleans, La. A. G. THORN, Supt., Carrollton, La.

CARROLLTON LINE.—Length, 6 miles; fare 15 cents.) Trains leave, New Orleans, for Carrollton at 7 a. m. and hourly to 10 p. m.; then at 11 30 p. m. Carrollton for New Orleans at 6 a. m., and hourly to 9 p. m., and at 10 45 p. m.

LAFAYETTE BRANCH.—(Length, 4 miles; fare, 10 cents.) Horse cars leave; New Orleans, for Lafayette (4th District) at 6, 6 30, 7, 7 30 and 8 a. m.; then every 15 minutes until 8 p. m.; and at 8 30, 9, 10 and 11 15 p. m. Lafayette (corner of Tchoupitoulas and Jackson streets), for New Orleans, at 5 30, 6, 6 30, 7 and 7 30 a. m.; then every 15 minutes to 8 p. m.; and at 8 30, 9 30 and 10 30 p. m.

MINERAL POINT RAILWAY.—CHAS. TEMPLE, Supt. Trains leave Mineral Point at 6 50 a. m. and 3 00 p. m., arriving at Warren 9 00 a. m. and 6 00 p. m. Leave Warren 10 00 a. m. and 8 20 p. m., arriving at Mineral Point 12 40 and 10 20 p. m., connecting there with Illinois Central Railway. Distance, 32 miles.

PITTS

GENJ. H. L.

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CONNELLEY		Exp. Mail,	
A	M	P	m
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5	07	1	37
5	18	1	45
5	28	2	03
5	45	2	18
5	01	2	40
6		3	00
6		3	10
	55	3	25
	56	3	32
	10	3	33
		3	33
7	25	3	38
7	35	4	44
7	40	4	44
7	50	4	44
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8	45	4	46
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PITTSBURG & CONNELLSVILLE RAILROAD.

ENJ. H. LATROBE, Pres., Baltimore, Md. C. P. MANNING, Chief Eng., Cumber-
land, Md. H. BLACKSTONE, Supt., Connelleville, Pa.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CONNELLSVILLE TO P.				STATIONS.		PITTSBURG TO CON			
Exp.	Mail.	Pop'n	Mis	TRAINS.		Mis	\$ c.	Mail.	Exp
A M	P M			DEP'T	AR'VE			a m	p m
5 00	1 30	800	0	CONNELLSVILLE		60	1 76	11 25	6 35
5 07	1 37	85	2	Broad Ford		58		11 15	6 29
5 18	1 45		5	Dawson's		55		11 00	6 20
5 28	2 05	100	8	Miltenberg		52		10 40	5 10
5 45	2 18		12	Layton's		48		10 25	5 55
6 01	2 45	160	20	Port Royal		4		9 50	5 35
6 04	3 00	285	25	West Newton				9 30	5 20
	3 10	80	30	Suters				9 20	5 10
	3 20	100	31	Buena Vista				9 10	4 57
	3 25		22	Guffey				9 03	4 50
	3 35		35	Kuhns				8 47	4 43
	3 40	85	36	Osceola				8 35	4 23
7 25	3 53	100	38	Ell Rods				8 22	4 10
7 35	4 15	3750	43	McKeesport				8 12	4 00
7 45	4 25	850	45	Salisbury				8 05	3 50
7 50	4 35	155	41	Port Perry				8 00	3 45
7 55	4 55		48	Brintons				7 50	2 50
8 45	6 25	120000	60	PITTSBURG	DEP'T				
a m	p m			AR'VE	April 18.				

*Exp. Train connects with Mail Train for Phil. & Baltimore. †Accom. Train
connects with coach to and from Perryopolis & Brownsville. ‡Con. with coaches
for Uniontown, Pa., and Cumberland, Md.

Hollidaysburg and Altoona Branch Trains.—Trains leave:
Hollidaysburg at 6 30 and 11 00 a. m. and 6 00 p. m.
Altoona at 8 35 and 11 50 a. m. and 7 00 p. m.

{ Distance 6 miles.
Fare 26 cents.

Blairsville Branch Trains.—Trains leave:
Blairsville at 7 35 and 11 15 a. m. and 6 10 p. m.
Intersection at 8 55 and 11 46 a. m. and 8 35 p. m.

{ Distance 3 miles,
Fare 10 cents.

Indiana Branch Trains.—Trains leave:
Indiana at 6 25 a. m. and 4 30 p. m.
Blairsville at 11 45 a. m. and 6 35 p. m.

{ Distance 18 miles. Time
96 min. Fare 50 cents.

MINE HILL RAILROAD.

J. C. CRESSON, Pres., Philadelphia. R. A. WILDER, Supt., Cressona, Pa.

Trains leave:—Cressona for Minersville, at 5 30 a. m.; Minersville for Schuylkill
Haven at 6 30 a. m.; connect with the 7 30 a. m. train for Philadelphia. Leave
Schuylkill Haven for Tremont, via Minersville, at 12 10 p. m.; Leave Tremont for
Schuylkill Haven at 2 30 p. m.; at Schuylkill Haven with 4 00 p. m. train for Phila.

PORTLAND AND OXFORD CENTRAL RAILROAD.

F. O. G. SMITH, Man., Portl., Me. J. HARLOW, Agt., Mech. F

Trains leave Robinson's Mills at 9 30 a. m. arr. at Mechanic Falls to connect with
the noon Down Train of the Grand Trunk Railroad for Portland, Boston, &c.
Returning.—Passengers leaving in the noon train at Portland, will connect with
the p. m. train for Sumner and intermediate stations.

CLEVELAND & PITTSBURGH R. R.

J. FARMER, Pres. and Supt., E. ROCKWELL, Sec., Cleveland, Ohio.
F. R. MYERS, Gen. Ticket Agt., Cleveland, O.

Please inform the publisher, for correction, if any errors are found in this Guide.

CLEVELAND TO PITTSBURG.					STATIONS.		PITTSBURG TO CLEVELAND.				
Mail	Exp	Acc	Pop'n.	\$ c	Mls.	TRAINS		Mls.	Acc	Exp	Mail.
A M	P M	P M				DEP'T	AR'VE		A M	P M	P M
8 00	5 00	4 00	50000		----	.. CLEVELAND ..		101	10 45	9 00	3 20
8 30	5 30	4 30	700		8	... Newburgh ...		94	10 16	8 38	2 55
8 48	5 48	4 50	853		14	... Bedford ...		97	9 58	8 25	2 32
9 04	6 03	5 09			19	... Macedonia ...		87	9 41	8 12	2 15
9 23	6 21	5 30	1457		26	... Hudson ...		82	9 23	7 57	1 54
9 43	6 40	5 51			32	... Earlville ...		75	8 55	7 44	1 36
10 01	6 57	6 10	3500		38	... Ravenna ...		69	8 35	7 28	1 15
10 16	7 16		308		42	... Rootstown ...		63		7 16	1 00
10 34	7 38		500		48	... Atwater ...		59		7 03	12 41
10 43	7 47				51	... Lima ...		63		6 55	12 31
10 58	8 17		500		56	... Alliance ...		50		6 42	12 16
11 17	8 36				63	... Winchester ...		48		6 27	11 37
11 27	8 44				66	... Moultrie ...		39		6 20	11 27
12 00	8 56		500		69	... Bayard ...		36		6 12	11 11
12 05	9 06				71	... Rochester ...		32		5 54	11 06
12 18	9 20				75	... Hanover ...		31		5 44	10 52
12 36	9 39				81	... Summitville ...		26		5 29	10 32
1 52	9 54		500		85	... Saffineville ...		20		5 16	10 16
1 08	10 09				92	... New Salisbury ...		15		5 00	10 00
1 16	10 18				95	... Hammondsville ...		10		4 57	9 50
1 25	10 27				98	... Yellow Creek ...		6		4 49	9 40
1 45	10 45		1846		101	... WELLSVILLE ..		3		4 42	9 17
P M	A M	P M				AR'VE	DEP'T		A M	P M	A M

BELLE AIR TO PITTSBURG					RIVER DIVISION. PITTS'B'G. TO BELL AIR.						
Exp.	Pass.	Mail	Pop'n	\$ c	Mls.	DEPT	AR'VE	Mls.	Mail	Exp.	Pass.
A M	A M	P M							A M	P M	A M
7 00	11 55	8 1	1200				BELLE AIR	93	11 50	7 0	1 00
7 14	11 8	8 4	800		4		Bridgeport	89	11 34	7 06	12 46
7 28	11 21	8 37	800		6		Mar insville	87	11 21	6 57	12 37
7 47	11 41	8 47			1		Portland	81	11 2	6 39	12 19
7 56	11 5	9 6			15		Rush Run	78	10 54	6 31	11 11
8 11	12 65	9 20	1 500		20		Lorange	74	10 40	6 17	11 57
8 31	12 34	9 44	6 129		26		Steubenville	67	10 17	5 53	11 29
8 59	1 0	10 9			34		Jeddo	6	9 54	5 6	11 06
9 14	1 14	10 23			38		M'Coys	55	9 43	5 12	10 52
9 36	1 3	10 37			43		Yellow Creek	51	9 30	4 57	10 37
9 45	1 4	1 4	1 846		46		Wellsville	47	9 22	4 47	10 17
9 59	1 7	11 1			5		Liverpool	43	9 06		7 30
10 14	2 1	11 13			55		Smith's Ferry	38	8 54		7 14
10 30	2 2	11 7			6		Industry	32	8 40		5 56
11 05	2 55	11 55	15 00		68		Rochester	25	8 13	3 44	6 0
12 20	4 00	1 00	120000		96		PITTSBURG		7 10	2 35	5 00
P M	P M	P M					AR'VE		A M	P M	P M

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J. B. WARD
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TOLEDO, WABASH AND WESTERN RAILROAD.

AZARIAH BOODY, Pres., N. Y. GEO. H. BURROWS, Gen. Supt., Toledo.
G. W. BARTLETT, Gen. Ticket Agent, Toledo.

Please inform the Publisher, for correction, if any errors are found in this Guide.

TOLEDO TO DANVILLE.						STATIONS.		DANVILLE TO TOLEDO			
Acc.	Exp.	Mail.	Pop'n	\$ c.	M ^s	TRAINS.		Ma	Mail	Exp.	Mxd.
P M	A M	P M				DEPART	ARRIVE	P M	A M	P M	
	9 15	9 45	15000	0	0	 Toledo*	243	4 30	8 45		
	9 45	10 10	3000	30	9	 Maumee City	234	4 05	8 20		
	10 05	10 35	.....	50	17	 Whitehouse	226	3 40	8 00		
	10 35	11 00	2000	75	26	 Washington	217	3 15	7 35		
	11 05	11 30	1000	1 10	36	 Napoleon	207	2 45	7 05		
	11 25	11 50	.....	1 25	42	 Adams	201	2 25	6 45		
	11 55	12 15	1500	1 55	51	 Defiance	192	2 00	6 20		
	12 25	12 45	.....	1 85	61	 Emerald	182	1 30	5 50		
	1 00	1 15	.....	2 15	72	 Antwerp	171	1 00	5 20		
	1 20	1 35	.....	2 30	76	 Indiana Line	163	12 35	4 55		
	1 45	2 05	.....	2 65	88	 New Haven	155	12 15	4 30		
	2 05	2 15	8800	2 80	94	 Fort Wayne	149	11 55	4 10		
	3 00	3 20	.....	3 35	110	 Mahon's	132	11 00	3 20		
	3 25	3 40	1500	3 45	118	 Huntington	125	10 40	3 00		
	3 45	3 55	.....	3 75	124	 Antioch	119	10 25	2 45		
	4 00	4 15	800	3 95	131	 Lagro	112	10 05	2 25		
	4 15	4 30	3000	4 10	136	 Wabash	107	9 50	2 10		
	4 50	5 05	2700	4 50	150	 Peru	92	9 10	1 35		
	5 10	5 30	500	4 75	157	 N & Waverly	85	8 50	1 15		
	5 30	5 50	4500	5 00	166	 Logansport	77	8 30	12 55		
	5 40	6 00	.....	5 20	170	 Clymers	73	8 15	12 40		
	6 00	6 30	.....	5 40	180	 Rockfield	63	7 50	12 20		
	5 15	6 50	2500	5 60	187	 Delphi	56	7 35	12 00		
	6 40	7 10	.....	5 85	195	 Buck Creek	48	7 10	11 35		
	7 00	7 40	10000	6 00	203	 Lafayette	40	6 40	11 10		
	7 30	8 10	.....	6 40	210	 Wea. W. S.	33	6 10	10 35		
	7 35	8 15	500	.....	212	 West Point	31	6 05	10 30		
	8 00	8 35	400	6 55	219	 Independence	24	5 45	10 00		
	8 20	8 50	2000	6 75	224	 Attica	19	5 30	9 45		
	8 30	8 58	600	6 85	227	 Williamsport	16	5 22	9 30		
	8 45	9 13	.....	.....	.....	..... West Lebanon	11	5 07	9 15		
	9 00	9 25	.....	7 10	236	 Marshfield	7	4 55	9 00		
	9 20	9 45	.....	7 25	243	 Illinois Line	0	4 30	8 40		
			2000	7 50	250	 Danville	0				
P M	P M	P M				ARRIVE	DEP'T	A M	P M	P M	

*Con. with Dayton and Michigan, and Michigan Southern RR's.

†Con. with Pitts. F. Wayne & Chi., & Cin. U. & F. Wayne RR's.

‡Con. with Peru and Indianap., & Cin. Peru and Chicago RR's.

§Con. with Cin. and Chicago RR. ¶Con. with LaFayette & Ind. RR.

‡Cross. of New Albany and Salem RR. ††Con. with Gr't West'n RR.

H. J. JEWELL

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April 3.

CENTRAL OHIO RAILROAD.

H. J. JEWETT, Pres., New York City. D. S. GRAY, Gen'l Sup't, Zanesville, O.
JOHN W. BROWN, Gen. Ticket Agent, Columbus, O.

Please inform the publisher, for correction, if any errors are found in this Guide.

COLUMBUS TO WHEELING					STATIONS.		WHEELING TO COLUMBUS				
Mai.	Exp.	Exp.	Pop'n	\$ c. M	DEP'T	A'VE	Mi.	Mail.	Exp.	Exp.	Frg't
P M	A M	A M									
3 30	10 25	3 00	28000	0	0	COLUMBUS*	137	12 25	3 30	1 20	...
3 54	...	3 25	...	25	8	Taylor's	129	12 07	...	12 56	...
4 00	...	3 31	...	30	10	Black Lick	127	12 02	...	12 52	...
4 15	...	3 48	6300	50	16	Columbia	121	11 49	...	12 35	...
4 18	...	3 51	...	55	17	Pataskala	120	11 46	...	12 31	...
4 29	...	4 04	350	65	22	Kirkersville	115	11 38	...	12 20	...
4 44	...	4 17	2568	80	27	Union	110	11 23	...	12 05	...
5 00	11 40	4 36	6500	1 00	33	Newark†	104	11 00	...	11 36	...
5 06	11 43	4 33	...	1 20	39	Clay Lick	98	10 49	...	11 30	...
5 21	...	4 53	...	1 25	41	Rockdale	96	...	...	11 17	...
...	...	...	...	1 35	44	Black Hand	93	10 28	...	11 08	...
5 34	...	5 05	...	1 45	47	Claypool's	90	10 16	...	11 00	...
5 43	...	5 15	...	1 50	50	Pleasant Valley	87	10 08	...	10 48	...
5 51	...	5 24	...	1 55	53	Dillon's Falls	82	9 53	...	10 40	...
6 04	...	5 38	...	1 58	58	West Zanesville	79	...	...	10 30	...
6 15	12 40	5 50	15355	1 75	59	Zanesville†	78	9 40	1 20	10 40	...
6 30	1 05	6 05	...	1 85	62	Rocky Point Siding	75	9 25	1 05	10 30	...
6 42	...	6 15	...	1 90	63	Coal Dale	74	9 15	...	10 20	...
6 52	...	6 25	...	2 00	66	Sonora	71	9 05	...	10 11	...
7 14	...	6 46	600	2 20	73	Norwich	64	8 45	...	9 53	...
7 24	...	6 55	434	2 30	76	Concord	61	8 35	...	9 45	...
7 39	...	7 10	...	2 45	81	Cassell's	56	8 21	...	9 30	...
7 52	2 14	7 20	2000	2 50	85	Cambridge	52	8 20	11 57	9 20	...
7 56	2 18	7 23	...	2 75	89	Hanna's Crossing	48	...	...	8 59	...
8 20	...	7 45	...	2 90	93	Campbell	44	7 45	...	8 50	...
8 28	...	7 54	500	2 95	96	Gibson's	41	7 38	...	8 40	...
8 40	...	8 06	...	3 00	100	Salesville	37	7 25	...	8 35	...
8 46	...	8 12	450	3 05	102	Milwood	35	7 19	...	8 30	...
8 50	...	8 16	...	3 10	103	Spencer's	33	7 15	...	8 14	...
9 10	3 21	8 38	1000	3 30	110	Burr's Mills	27	6 55	10 44	7 50	...
9 31	...	8 58	...	3 50	117	Belmont	20	6 30	...	7 43	...
9 36	3 45	9 03	200	3 55	119	Lewis' Mill	18	6 25	10 20	7 25	...
9 45	...	9 12	...	3 65	122	Glencoe	15	6 16	...	7 15	...
10 04	...	9 33	...	3 85	128	Neff's Siding	9	5 57	...	7 00	...
10 15	...	9 45	...	3 90	132	Bellaires	0	5 30	9 20	...	...
10 30	4 30	10 00	12000	4 00	137	WHEELING	...	...	...	...	...
...	...	...	...	...	141	DEPART	...	...	...	...	...

*Con. with Clev., Col. & Cin. RR.
*Con. with Col., Piqua & Ind. RR.
*Con. with Springfield and Col. RR.
†Con. with San., Man. & New. RR.
†Junc. of Scioto and Hock. Val., RR.
†Con. with Steub. and Ind. RR.
†Con. with Cin., Wil. & Zanesville RR.
†Con. with Cle., Zanes. & Cin. RR.
†Con. with Tuscarawas RR.
§Con. with Bal. and Ohio RR.
§Con. with Clev. & Pittsb'g RR.
||Con. with Baltimore and Ohio RR.

Virginia and Tennessee Railroad.

J. R. McDaniel, Jr., Pres., Lynchburg, Va. E. H. Gill, Supt., Lynchburg, Va.
Wm. H. Hughes, Secretary. M. B. Carter, Gen'l Ticket Agt.
Trains leave Lynchburg for Bristol at 12 55 P.M.—Returning from Bristol at 9 15 A.M.

Trains run by Clock in Columbus Office.

[Sept. 27.]

OHIO AND MISSISSIPPI RAILROAD.

JOS. W. ALSOP, Pres., East'n Div., N. York. WM. H. CLEMENT, Vice Pres., East'n Div., Cin. S. L. M. BARLOW, Pres. West'n Div., N. York. D. R. GARRISON, Vice Pres. West'n Div., St. Louis. WM. H. CLEMENT, Gen. Sup't, Cin.

Please inform the Publisher, for correction, if any errors are found in this Guide.

CINCINNATI TO ST. LOUIS.					STATIONS.		ST. LOUIS TO CINCINNATI.				
Exp.	Exp.	Mail.	Pop'n	\$ c. Ms	TRAINS		Ms	Mail.	Exp.	Exp.	St.
P M	P M	A M			DEPT	AR'VE	P M	A M	P M	A M	AL & EL
4 20	10 50	9 00	200000	10	0	CINCINNATI	340	10 20	8 00	1 10	AL & EL
4 30			250		2	Storrs				1 00	
			100		5	Cullons	335				
4 52	11 12	9 30	450		10	Delhi	930	9 49	7 29	12 35	
5 03	11 31	9 41	256		14	North Bend	326	9 39	7 18	11 24	
4 11					18	Gravel Pit	322				
					21	I. & C. R. R. Junc.	319		6 59		
5 27	11 55	10 05	7000		21	Lawrenceburg	318	9 15	6 57	11 01	
5 20	11 57	10 07			22	I. & C. R. R. Junc.	317	9 13	6 54	11 59	
5 39	12 05	10 17	4000		25	Aurora	315	9 03	6 45	11 58	
5 51	12 15	10 27	150		27	Cochran	313	8 50	6 40	11 40	
6 12	12 32	10 45	200		33	Dillsborough	307		6 18	11 24	
6 35	12 49	11 07	350		40	Moore's	300	8 15	6 03	11 07	
6 43		11 15	350		42	Milan	298		5 51	11 00	
6 53		11 23	100		45	Pierceville	295	8 02	5 49	10 53	
6 59		11 28			47	Delaware	293			10 58	
7 13	1 21	11 41	100		52	Osgood	288	7 45	5 32	10 35	
7 35	1 33	11 58			56	Poston	284	7 35	5 22	10 25	
7 41		12 04			58	Holtz	282		6 11	10 17	
7 52		12 15	100		62	Nebraska	278			10 07	
8 00		12 25	100		66	Butler	274	7 07	4 51	9 58	
8 20	2 15	12 42	800		73	North Vernon	267	6 50	4 35	9 40	
8 35	2 30	1 00	300		79	Hardenberg	261		4 20	9 23	
9 00	2 55	1 45	155		87	Seymour	253	6 15	4 00	9 00	
	3 30	2 17	600		98	Brownstown	242	5 50	3 30		
		2 27			101	Velonia	239				
		2 42	100		106	Medora	234	5 31			
	8 02	7 15			191	Junc. E. & C. R. R.	149	1 43	11 03		
	8 20	7 20	6000		192	Vincennes	148	1 45	11 00		
	8 45	7 47	600		201	Lawrenceville	139	12 59	10 33		
	8 58	8 01	150		206	Bridgeport	134		10 20		
	9 13	8 17			211	Sumner	129		10 05		
	9 22	8 28			213	Hadley	127		9 57		
	9 33	8 38	600		217	Claremont	123		9 48		
	9 51	9 20			223	Olney	117	12 07	9 20		
	10 13	9 44			231	Noble	109		8 54		
	10 36	10 09			238	Clay City	102		8 30		
	11 04	10 33	115		245	Flora	95	11 04	8 10		
	11 26	10 57	150		253	Xenia	87	10 44	7 46		
	11 49	11 21	1200		260	Middleton	80	10 22	7 22		
	12 14	11 50			269	Salem	71		6 56		
	12 31	12 06	150		275	Odin	65	9 45	6 36		
	12 48	12 23	500		279	Sandoval	61	9 34	6 25		
	1 21	1 05			293	Carlyle	47	9 00	5 46		
	1 43	1 31			301	Breese	39		5 23		
	2 08	1 58	150		310	Trenton	30	8 16	4 58		
	2 18	2 02	800		313	Summerville	27	8 06	4 48		
	2 31	2 20			316	Lebanon	25	7 56	4 36		
	3 10	3 02	150		331	Caseyville	9		3 55		
	3 45	3 30	130000		340	(East St. Louis)	0	7 00	3 30		
P M	P M	A M			AR'VE	DEPT	A M	P M	A M		

Stops for Meals.

Way Fare, 3 cents per mile.

Connects at St. Louis with Terre Haute, Chicago, Al. & St. Louis Pa. St. Louis & Iron Mountain, N. Missouri, Belleville & Illtown Railroads.

Connects at Cincinnati with Cin. & Chic. Cin. Ham. & Dayton, Cin. Wilm. & Zanesville, Clev. Col. & Cincinnati, Cin. Eaton & Rich., Kentucky Central, Little Miami, Marietta & Cincinnati Railroads.

JOHN M. W.

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Train

Dist

PACIFIC RAILROAD.

JOHN M. WIMER, Pres. T. McKissock, Gen. Superintendent.
E. W. WALLACE, Gen. Ticket Agt., St. Louis.

Please inform the Publisher, for correction, if any errors are found in this Guide.

ST. LOUIS TO TIPTON.					STATIONS.		TIPTON TO ST. LOUIS			
Ac.	E.	Mail.	Pop'n.	\$ c. M.	TRAINS		Ms.	Exp.	Mail.	Acc.
P M	P M	A W			DEPT	AR'VE		P M	P M	A M
5 30	3 45	8 00	130000	0	ST. LOUIS, 7th st*	163 12 30		8 40	7 30	
5 35	3 50	8 05			" 14th st	162 12 26		8 35	7 25	
5 48		8 19		20	Cheltenham	158		8 21	7 13	
5 57		8 28	2498	30	Laclede	153		8 11	7 04	
6 06		8 37		40	Webster	153		8 03	6 58	
6 15	4 25	8 47	100	55	Kirkwood	150 11 51		7 53	6 48	
6 26		8 58			Barrett's	147		7 44	6 38	
6 34	4 42	9 06	100		Meramec	144 11 34		7 35	6 30	
		9 21	25	75	Gravel Switch	141				
6 48		9 29		95	Saint Paul	139		7 19	6 13	
6 56	5 02	9 38		1 05	Glencoe	137			6 06	
		9 47	180	1 15	Waldstein Sw'h	135 11 13		7 13		
7 04				1 20	Eureka	134			5 56	
7 14					Albenton	131		7 04	5 47	
					Dozier Switch	12		6 50		
					FRANKLIN	126			5 30	
7 30	5 32	10 02	500		Gray's Summit	123 10 46			6 37	
	5 42	10 12		1 50	Labadie	119 10 33			6 04	
	5 53	10 22		1 65	South Point	111 10 22			5 53	
		10 44		1 75	WASHINGTON	109			5 25	
	6 18	10 53	450	2 10	Newport	101 9 53			5 17	
		11 16	164	2 15	Miller's Landing	97			4 55	
	6 49	11 30		2 50	Berger	89 9 19			4 40	
		11 52		2 65	HERMANN	82			4 17	
	7 25	12 10	1750	3 00	Dep't. do Arr			8 41	3 58	
	7 45	12 30		3 25	Gasconade	75			3 36	
		12 50	100		Chamois	63			3 05	
		1 2		3 50	St. Aubert	58 7 38			2 42	
	8 53	1 40	100	4 00	L'Ours Creek	54			2 38	
		1 51		4 25	Bonnot's Mill	51			2 27	
		2 02			Osage	46 7 07			2 15	
	9 23	2 15			JEFFERSON CITY	38 6 45			1 45	
	9 50	2 40	3500	4 65	Dep't. do Arr				1 00	
		3 10		5 00	Scott	26				
		3 45			Lookout	23				
		4 25			California	13			11 00	
		5 10	200		Tipton	0			10 00	
	6 0									
P M	P M	P M			AR'VE	DEPT		A M	A W	A M

*Con. all Railroads departing from St. Louis. †Stages to Manchester and Ellenville.

ROCK ISLAND AND PEORIA R. R.

W. B. BUFORD, Pres. Rock Island. H. HAKES, Supt., Rock Island.
Trains leave Coal Valley for Rock Island at 8 30 A M and 2 0 P M.
" " Rock Island for Coal Valley at 10 40 A M and 4 00 P M.
Distance, 11 miles. Fare, 25 cent. Time, 1 hour.

BALTIMORE AND OHIO RAILROAD.

JOHN W. GARRETT, Pres., Baltimore, Md. J. J. ATKINSON, Sec. and Treas. E. F. FULLER, Gen. Western Ag't. L. M. COLE, Gen. Ticket Ag't. W. PRESCOTT SMITH, Mast. Transportation. H. DELLEARS, General Freight Agent.

Please inform the Publisher, for correction, if any errors are found in this Guide.

BALTIMORE TO WHEELING.						WHEELING TO BALTIMORE.					
Mail.	Acc.	Exp.	Pop'n	\$ c.	M s	STATIONS.	Me	\$ c.	Exp.	Acc.	Mail.
A M	P M	P M				DEPT					
8 30	4 10	5 05	300500	0		BAITMORE*	379	9 75	7 35	12 40	5 05
9 02	4 42	5 31	1250	35	9	Washington Junc.	370	9 60	7 02	12 00	4 36
9 20	5 01	5 46	155	60	15	Ellicott's Mills	365	9 60	6 44	11 51	4 18
9 56	5 39	6 17	100	1 05	28	Marriottsville	352	9 60	6 08	11 13	3 42
10 12	5 55	6 30	1 20	32		Sykesville	348	9 60	5 53	10 59	3 27
10 42	6 32	6 58	1 60	44		Mount Airy	336	9 50	5 23	10 17	2 55
11 05	6 55	7 17	1 85	50		Monrovia	330	9 40	5 00	9 50	2 31
11 31	7 20	7 37	2 15	59		Monocacy	321	9 15	4 37	9 20	2 07
						Branch to Frederick.					
	7 20			2 25	62	Monocacy	3	9 25		9 20	
	7 35					Frederick				9 00	
						Main Line—cont'd.					
	P M					Buckeystown	317	9 00	4 26	A M	1 55
11 43		7 46	100	2 30	63	Point of Rocks	310	8 85	4 07		1 35
12 02		8 03	91	2 55	70	Berlin	304	8 65	3 50		1 16
12 20		8 18	135	2 75	76	Harper's Ferry	298	8 45	3 32		12 55
12 48		8 37	1210	2 95	82	Kearneysville	287	8 35	2 58		12 18
1 20		9 04	150	3 35	93	Martinsburg	278	8 25	2 35		11 59
2 00		9 38	2800	3 60	101	N. Mountain	272	8 25	2 10		11 25
2 21		9 55	155	3 85	108	Sleepy Creek	266	8 00	1 41		10 59
2 52		10 20	1500	4 20	114	Hancock	256	7 00	1 27		10 45
3 06		10 32	4 40	124		Sir John's Run	251	7 90	1 10		10 28
3 25		10 47	3000	4 60	129	Little Cacapon	222	7 10	11 52		9 18
4 40		11 52	150	5 10	153	Green Spr. Run	215	6 75	11 29		9 00
5 00		12 03	500	5 15	165	Cumberland	201	6 00	10 51		8 18
5 43		12 46	5 35	179		New Creek	178	5 80	9 44		7 10
6 55		1 41	6 10	202		Piedmont	173	5 65	9 30		6 55
8 45		2 00	6 30	207		Frankville	163	5 35	8 58		6 18
9 11		2 24	8450	6 50	216	Altamont	156	5 30	8 28		5 52
9 46		2 55	135	6 70	224	Oakland	147	5 15	8 02		5 27
10 12		3 20	100	6 85	233	Cranby Summit	137	4 90	7 32		5 01
10 41		3 47	225	7 20	243	Rowlesburg	126	4 50	6 54		4 25
10 41		4 25	7 50	254		Tunnelton	119	4 25	6 30		3 58
11 20		4 46	246	7 70	261	Newburg	113	4 05	6 08		3 37
11 42		5 11	523	7 85	266	Grafton	100	3 60	5 25		2 52
12 08		6 00	8 10	279		Petterman	97	3 55	5 01		2 49
1 00		6 05	148	8 15	282	Valley Falls	91	3 30	4 44		2 31
1 05		6 20	8 40	289		Benton's Ferry	82	3 00	4 15		2 05
1 23		6 48	8 66	297		Farmington	77	2 80	3 59		1 49
1 55		7 00	8 75	302		Mannington	67	2 45	3 28		1 20
2 08		7 27	100	9 05	312	Littleton	60	2 20	3 08		1 02
2 39		7 44	1430	9 25	319	Cameron	42	1 55	2 14		12 10
3 08		8 32	100	9 55	337	Roseby's Rock	28	90	1 33		11 29
4 05		9 11	9 60	351		Moundsville	17	79	12 58		10 56
4 50		9 41	120	9 60	362	Benwood	11	50	12 40		10 40
5 25		9 57	9 60	368		WHEELING	4	25	12 20		10 20
5 45		10 25	150	9 60	375			011	50		9 50
6 20		10 45	18600	9 60	379						
6 40											
P M		A M				AR'VE					

Mail Train West, arrives at Piedmont 7 10 P. M., and lies over until next morning, at 8 45.

* Conn. Philad'a, Wilm'n & Baltimore RR. Virginia RR.—March 8, 1899.

ZENOS BARR
ROBT. S. H.

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HANOVER—HANOVER JUNC.—Trains (via Hanover Branch RR) leave:
Distance, 13 miles.
Fare, 50 cents.
HANOVER at 9 00 A. M., 1 45 and 4 45 P. M.
HANOVER at 11 00 A. M., 3 00 and 6 00 P. M.

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P M	P M	P M	AR'VE	
*Railroads Con. all from Baltimore; †June. Hanover Br. RR, above; †June. Wrightsville, York & Gettysburg RR; †Cross. of Pennsylvania RR. †Con. Lebanon Valley RR; †Con. Dauphin & Susquehanna RR; **Con. with Sunbury & Erie, which con. with Williamsport & Elmira RR. and Buf. & N. F., via NY CRR. Through Fare to Pittsburg, \$8 50 to Cleveland, \$11 20; Chicago, \$19 50; St. Louis, \$21; Elmira, \$7 75 Niagara Falls and Buffalo, \$11 50.				

SANDUSKY, MANSFIELD & NEWARK R. R.

W. DURBIN, Pres., Cincinnati.

J. W. WEBB, Sup't, Sandusky.

T. N. GOODMAN, Gen. Ticket Agent, Sandusky.

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SANDUSKY TO NEWARK.					STATIONS.		N'K TO S'NDY.		
Mail.	Acc.	Pop'n	\$ c. Ms		DEP'T	AR'VE	Ms	Mail.	Acc.
A M	A M						P M	P M	
6 50	7 30	15000	0		SANDUSKY*	116	8 00	3 45	
7 40	8 45		16		Monroevillet.	100	7 15	2 30	
8 34	10 20	1000	36		Plymouth.	80	6 15	1 00	
8 57	11 00		45		Shelby Junc.	71	5 30	10 47	
9 27	12 05	4500	56		Mansfield†	60	5 00	9 27	
1 17	4 06	4570	92		Mt. Vernon§	24	3 14	7 35	
11 50	4 58	1500	104		Utica.	12	2 41	6 35	
12 30	6 00	6500	116		NEWARK||	0	2 00	5 30	
1 P M	P M				AR'VE	DEP'T	P M	A M	

Cleveland, Zanesville & Cincinnati Railroad.

SIMON PERKINS, Pres., AKRON, O.

S. PERKINS, Supt't, Akron, O.

Trains leave Cleveland for Millersburg at 4 15 p m; leave Hudson for Millersburg 6 53 a m and 5 45 p m. Returning, leave Millersburg at 6 30 a m and 1 25 p m. Distance 87 miles. Fare \$2.50. Trains stop at intermediate stations.

Cleveland & Mahoning Railroad.

J. PERKINS, Pres., O. L. J. ODES, Supt., H. H. REYNOLDS, Ticket Ag't, Cleveland.

Trains leave Cleveland* 6 40 a m, 3 50 p m; Aurora 8 45 a m, 5 22 p m; Warren 11 36 a m, 7 12 p m, and arrive at Youngstown 12 44 and 8 06 p m.

Trains leave Youngstown 7 00 a m, 1 30 p m; Warren 7 59 a m, 2 35 p m; Aurora 4 46 a m, 5 22 p m; arrive at Cleveland 11 10 a m, 7 34 p m. Distance, 67 miles.

Richmond and Danville Railroad.

L. E. HARVEY, Pres.; THOS. W. BRECKENBOUGH, Treas.; and CHARLES W. CAMPBELL, Supt., Richmond, Va.

Trains leave Richmond for Danville 5 30 A M—Leave Danville for Richmond 7 10 A M. Distance, 141 miles. Through Fare, \$5 70.

Spartanburg and Union Railroad.

J. L. YOUNG, Pres., Union, S. C.

O. T. GIBBES, Supt., Shelton, S. C.

Trains leave Alston for Spartanburg 9 30 A M—Leave Unionville for Alston 5 20 A M. Distance, 48 miles. Through Fare to Simsville, \$1 25.

Memphis & Ohio Railroad.

Trains leave Memphis Station at 7 00 a m, arriving at Wesley at 10 15 a m. Returning, leave Wesley at 10 35 a m, arriving at Memphis Station at 1 35 p m.

Belleville & Illinoistown Railroad.

Trains leave Belleville at 8 a m and 2 p m; arrive at Illinoistown at 9 a m and 3 p m. Returning, leave Illinoistown at 10 a m and 4 p m, and arrive at Belleville at 11 a m and 5 30 p m.

Martinsville Railroad.

Passenger Trains leave Franklin for Martinsville at 1 p m and arrive at 4 p m. Leave Martinsville for Franklin at 6 a m and arrive at 9 a m. Distance 25 miles.

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C. O. LICHFI

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Mail. Exp.

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9 16 10 58

10 08 11 50

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11 24 1 02

11 32 1 10

12 11 1 45

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TERRE HAUTE, ALTON & ST. LOUIS R. R.

C. C. LICHFIELD, Pres., N. Y. J. A. BAYNOR, Vice Pres., & Supt., S. F. TENNEY
Asst. Supt., R. F. FIFIELD, Gen. Ticket Agt., St. Louis.

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ST. L. TO T. HAUTE				STATIONS.		T. H. TO ST. LOUIS.			
Mail.	Exp.	Exp.	Ms	DEP'T	AR'VE	Ms	Exp.	Exp.	Pop'n
PM	AM					PM	AM		
14 35	7 00		0	EAST ST. LOUIS.	187	14 05	3 58		130000
5 45	8 05		20	Junction.	168	3 04	2 50		
				Alton.	163				
7 03			34	Bunker Hill.	163	2 08	1 55		
7 32	9 19		43	Gillespie.	144	1 39	1 26		
8 13	9 58		53	Litchfield.	133	1 10	12 54		600
3 54	10 38		64	Hillsboro.	123	12 17	12 02		
9 16	10 58		70	Irving.	117	11 55	11 40		
10 08	11 50		88	Rosamund.	99	11 04	10 44		
10 25	12 15		92	Pana.	95	10 52	10 30		550
11 24	1 02		107	Shelbyville.	80	9 58	9 25		525
11 32	1 10		109	Thornton.	78	9 35	9 01		425
12 11	1 42		119	Windsor.	68	9 02	8 23		
1 05	2 25		131	Mattoon.	56	8 20	7 35		360
1 40	2 58		141	Charleston.	46	7 40	6 55		
2 39	3 49		159	Dudley.	28	6 41	5 56		600
3 10	4 16		168	Paris.	19	6 10	5 25		
3 45	4 48		179	Sandford's.	8	5 35	4 48		
4 15	5 15		187	TERRE HAUTE.	0	5 05	4 20		3225
AM	PM			AR'VE	DEP'T	AM	PM		

*Daily, except Sundays.

CINCINNATI AND CHICAGO RAILROAD.

B. RIPLEY & WM. D. JUDSON, Lessees, Richmond, Ind. JOHN BRANDT, Jr., Gen. Supt., Richmond, Ind.

Passenger train leaves Richmond daily (Sundays excepted) at 9 00 A. M., arriving at Anderson at 11 30 A. M., and Logansport 3 10 P. M. Train leaves Logansport 9 40 A. M., arriving at Anderson at 12 55 P. M., and Richmond 4 00 P. M. Distance, 108 miles. Fare, 3 cents per mile.

DAYTON AND MICHIGAN RAILROAD.

T. J. S. SMITH, Pres., & O. M. SHOEMAKER, Supt., Dayton, O.
Trains leave Dayton 8 00 A. M. & 7 35 P. M. o. Sidney & Lima, stopping at intermediate stations. Trains leave Lima for Sidney & Dayton 4 15 P. M. & 3 40 A. M. Fare, about cents per mile. Distance, 72 miles.

HANNIBAL & ST. JOSEPH RAILROAD.

(Operated by John Duff & Co.)
THEOPHILUS E. SICKLES, Supt.
Trains leave Hannibal for Stockton 8 00 A. M. Leave Stockton for Hannibal 8 30 A. M. Distance, 86 miles. Fare, \$—.

COLUMBUS, PIQUA AND INDIANA RAILROAD.

J. L. JEWETT, Pres., Piqua, Ohio. JOHN H. WATKINS, Supt., Columbus.
Trains leave Columbus 6 30 A. M. & 5 10 P. M. Leave Piqua for Columbus 8 30 A. M. & 1 00 P. M. Distance, 72 miles. Through Fare, \$2 00. (Dec. 30.)

KNIGHTSTOWN AND SHELBYVILLE R. R.

Train leaves Shelbyville 11 15 A. M. for Knightstown. Returning, leaves Knightstown 2 30 P. M. Distance, 27 miles. Fare, 75 cents.

DUBUQUE AND PACIFIC RAILROAD.

J. P. FARLEY, Pres., & D. H. DOTTERER, Supt., Dubuque, Iowa.
Trains leave Dubuque 8 05 A. M., and 3 00 P. M., arrive at Nottingham 10 20 A. M., & 6 15 P. M. Leave Nottingham 3 30 P. M. & 6 10 A. M., arrive Dubuque 5 15 P. M. & 9 30 A. M.

GREENVILLE & COLUMBIA R. R.									
T. C. PERRIE, Pres., Abbeville, S. C. E. F. R. WORTH, Gen'l Supt., Columbia, S. C. T. D. Davis, Gen'l Ticket Agt. JOHN BOOTHBY, Auditor and Treas.									
COLUMBIA TO GREENVILLE					GREENVILLE TO COLUMBIA				
Pass.	Pop'n.	\$ c.	Mile	STATIONS.	Pass.	Pop'n.	\$ c.	Mile	STATIONS.
7 30	10000	0	0	DEPART	14 36	50	1	16	ARRIVE
8 04	30	6	6	Columbia	137 6	50	12	55	Frost's Mills
8 33	75	15	15	Littleton	128 6	40	12	24	Alston
9 13	25	25	25	Hope's	118 5	30	11	50	Ponahia
9 44	1	48	48	Prosperity	114 5	70	11	32	Helena
10 13	2	60	60	Newberry C. H.	103 5	20	10	25	Silver S. & S.
10 54	2	40	40	Helena	95 4	75	10	17	Silver S. & S.
11 04	2	40	40	Silver S. & S.	89 4	50	9	52	Chappell's Bridge
11 25	3	00	61	Ninety Six	78 3	90	9	12	Greenwood
11 45	3	25	65	Cokesbury	68 3	40	8	33	Cokesbury
12 03	3	75	75	Abbeville	62 3	06	8	10	Abbeville
12 45	1	07	82	Abbeville	58 2	50	7	58	Abbeville
1 07	1	38	94	Abbeville	49 2	50	7	30	Abbeville
2 13	1250	4	75	Abbeville	61 3	00	6	25	Abbeville
2 57	5	00	106	Abbeville	42 2	20	7	06	Abbeville
2 53	5	00	100	Barrow's	41 2	00	6	53	Barrow's
2 43	5	10	102	Donald's	34 1	70	6	30	Donald's
3 08	5	50	109	Homes Falls	26 1	30	5	55	Homes Falls
3 45	5	50	117	Belton	36 1	75	4	50	Belton
4 40	6	00	127	Anderson	19 1	00	5	13	Anderson
4 10	6	00	124	Williamston	8	40	4	00	Williamston
4 47	6	50	135	Golden Grove	0	40	4	00	Golden Grove
5 15	6	50	144	Greenville	0	40	4	00	Greenville

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NASHVILLE & CHATTANOOGA R. R.									
V. K. STEPHENSON, Pres., H. I. ANDERSON, Supt., G. L. ARDERSON, Gen'l Ticket Agent, all Nashville, Tenn.									
NASHVILLE TO CHATTANOOGA					CHATTANOOGA TO NASHVILLE				
Pass.	Pop'n.	\$ c.	Mile	STATIONS.	Pass.	Pop'n.	\$ c.	Mile	STATIONS.
5 00	20000	0	0	DEPART	4 50	3000	0	0	ARRIVE
5 30	3 06	30	30	Nashville	6 30	7 30	8 00	8 00	Nashville
6 15	3 06	30	30	Antioch	6 30	7 30	8 00	8 00	Antioch
6 45	3 06	30	30	Smyrna	6 30	7 30	8 00	8 00	Smyrna
7 15	3 06	30	30	Christiana	6 30	7 30	8 00	8 00	Christiana
7 45	3 06	30	30	Fosterly	6 30	7 30	8 00	8 00	Fosterly
8 15	3 06	30	30	War Trace	6 30	7 30	8 00	8 00	War Trace
8 45	3 06	30	30	Tullahoma	6 30	7 30	8 00	8 00	Tullahoma
9 15	3 06	30	30	Decherd	6 30	7 30	8 00	8 00	Decherd
9 45	3 06	30	30	Tenton	6 30	7 30	8 00	8 00	Tenton
10 15	3 06	30	30	Anderson	6 30	7 30	8 00	8 00	Anderson
10 45	3 06	30	30	Stevenson	6 30	7 30	8 00	8 00	Stevenson
11 15	3 06	30	30	Bridgeport	6 30	7 30	8 00	8 00	Bridgeport
11 45	3 06	30	30	Whiteside	6 30	7 30	8 00	8 00	Whiteside
12 15	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
12 45	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
1 15	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
1 45	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
2 15	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
2 45	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
3 15	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
3 45	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
4 15	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
4 45	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
5 15	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
5 45	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
6 15	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
6 45	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
7 15	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
7 45	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
8 15	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
8 45	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
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9 15	3 06	30	30	Chattanooga	6 30	7 30	8 00	8 00	Chattanooga
9 45	3 06	30	30	Chattanooga	6 30	7 30			

EAST TENNESSEE & VIRGINIA RAILROAD.

S. B. CUNNINGHAM, Pres.; A. S. GRAHAM, Vice Pres.; and JOS. SEVIER, Supt.
Jonesboro', Tenn. L. C. HOSS, Gen. Ticket Agent, Bristol.

Please inform the Publisher, for correction, if any errors are found in this Guide.

BRISTOL TO KNOXVILLE.						KNOXVILLE TO BRISTOL.					
Pass	Pass	Pop'n	\$	c.	M	STATIONS.	M	\$	c.	Pass	Pass
A M	A M					DEP'T	AR'VE				
1 00	600	0	0			Bristol*	130 5 25	8	49		
1 35	200	50	11			Union.	119 4 75	8	16		
2 08		80	20			Carter	110 4 40	7	47		
2 23		1 00	25			Johnson.	105 4 20	7	31		
2 48		1 25	32			Jonesboroough	98 4 00	7	05		
3 22		1 75	43			Limestone.	87 3 50	6	02		
3 30		1 90	47			Fullen	83 3 35	5	49		
4 10		2 25	56			Greeneville	74 3 00	5	17		
4 45		2 60	65			Blue Spring	65 2 60	4	44		
5 20		3 00	74			Bulls' Gap	56 2 25	4	12		
5 45		250 3 30	82			Russelville	48 2 00	3	43		
6 05		200 3 50	88			Morristown	42 1 70	3	26		
6 35		3 90	96			Talbot	34 1 35	3	00		
7 17		4 05	101			Mossy Creek	29 1 15	2	45		
7 31		500 4 25	103			New Market	25 1 00	2	31		
7 59		100 4 60	113			Plains	17 65	2	04		
8 28		4 80	120			McMillan or Leggs	10 40	2	35		
8 57		8000 5 25	230			Knoxville	0 0	1	00		
A M						DEP'T					

*Connects at Bristol with Virginia and Tennessee R.R. — At Knoxville with East Tennessee and Georgia R.R.

AUGUSTA & SAVANNAH RAILROAD.

F. T. WILLIS, Pres., Savannah, Ga. ANDREW YONGE, Supt., Augusta, Ga.
Trains leave Augusta at 12 30 A. M. and 2 45 P. M.—Greens Cut 1 57 A. M. and 4 07 P. M.—Arriving at Millen 3 30 A. M. and 5 30 P. M.

Trains leave Millen 4 00 A. M. and 4 25 P. M.—Greens Cut at 5 44 A. M. and 5 57 P. M., arriving at Augusta 7 19 A. M. 7 20 P. M. Distance, 53 miles. Through Fare, \$2.25.

MONTGOMERY AND WEST POINT RAILROAD.

C. T. POLLARD, Pres., Montgomery, Ala. DAN'L H. CRAM, Supt., Montgomery.

WEST POINT TO MONTGOMERY.						MONTGOMERY TO W. P.					
Pass	Pass	Pass	Pop'n	\$	c.	STATIONS.	M	\$	c.	Pass	Pass
P M	A M					DEP'T	AR'VE			P M	A M
4 45	6 43		2500	0	0	West Point.	88 3 50			2 25	3 11
5 27	7 23		50	50	11	Cusseta	77 3 10			1 49	3 29
						Branch to Opelika.					
			12000	0	0	Columbus	92 3 75			2 45	3 15
4 5	6 30		1500	75	17	Salem	75 3 15			1 48	2 19
5 9	7 27		1000	1	10	Opelika	64 2 65			1 10	1 42
6 33	8 11					Main Line Continued.					
			1000	90	24	Opelika	64 2 65			1 10	1 42
6 33	8 11		2000	1	10	Auburn	60 2 40			12 35	1 01
7 00	8 34		800	1	40	Loachapoga	55 2 15			12 06	12 32
7 28	8 59		400	1	60	Notasulga	48 1 90			11 45	12 11
7 49	9 17		12500	3	50	Montgomery	0 0			8 45	9 10
10 45	12 00					DEP'T				A M	P M
A M						AR'VE					

GREENVILLE & COLUMBIA R. R.

NASHVILLE & CHATTANOOGA R. R.

NORTH-EASTERN RAILROAD.
S. S. SOLOMONS, Eng. and Supt.

NORTH-EASTERN RAILROAD.
A. F. RAVENEL, Pres., Charleston. S. S. SOLOMONS, Eng. and Supt. Char. S. C.
In correction. If any errors are found in this Guide.

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CHARLESTOWN TO FLORENCE.					TTATIONS.		FLORENCE TO CHARLESTOWN.				
Pass	Pass	Pass	c.	Mile	TRAVEL.		Mile	c.	Pass	Pass	
p.m.	a.m.				DEPT	AR'VE					
3 00	2 15	0000	0	0	CHARLESTON*	1 02	4 35	00	5 45		
3 25	2 30		35	8	Eight Mile T. O.	43 90	8 36	5	20		
4 06	3 12		85	19	Mount Holly	833 40	03	4	40		
4 47	3 46		1 25	20	Bank's Corner	733 00	7 29	3	59		
5 09	4 08		1 00	37	Bonneau	652 65	7 07	3	37		
5 30	4 30		1 90	45	St. Stephens	57 35	5 45	3	15		
6 05	5 10		2 10	50	Gourdin's	522 15	5 10	2	40		
6 29	5 36		2 45	58	Salter's	441 89	4 24	2	00		
6 45	5 53		2 70	64	Kingstree	381 55	4 2	1	36		
7 09	6 19		3 00	72	Cade's	301 25	3 58	1	18		
7 27	6 41		3 30	79	Graham's	23 95	3 37	1	00		
7 45	7 00		3 60	85	Coward's	16 65	5 18	1	00		
8 05	7 22		3 90	93	Edgingham	9 36	2 57	12	40		
8 30	7 50		4 25	1 05	FLORENCE	0	0	2	30	12 15	
p.m.	a.m.				AR'VE	DEPT					

CHARLESTOWN TO FLORENCE.

CHARLESTON RAILROAD.

Wm. S. Carolina R. R. below.

McCoy & Carolina B., Ill. below.

CHERAW & DARLINGTON RAILROAD.

ALLAN MCFARLAN, Pres.; O. T. W. SYFAN, Supt., Cheraw, S. C.
leave Cheraw, 9 30 a. m.

Trains leave Florence at 8 40 a. m. and 9 15 p. m. leave Cheraw, 9 30 a. m. and 5 00 p. m.—Distance 40 miles, Fare \$2 00.

SOUTH CAROLINA AND COLUMBIA BRANCH RAILROADS.
H. T. PEAKE, Gen. Supt., Charleston

SOUTH CAROLINA AND COLUMBIA BRANCH RAILROAD.
J. CALDWELL, Pres., Columbia, S. C. H. T. PEAKE, Gen. Supt., Charleston S. C.
Charleston for Branchville and Columbia, 10 25 a. m. and 8 30 p. m.
Columbia for Charleston, 10 25 a. m. and 2 30 p. m.

Trains leave Charleston for Branchville and Columbia, 10 25 a. m. and 8 30 p. m.
Augusta 6 45 a. m. and 2 30 p. m.
Charleston 10 10 a. m. and 8 15 p. m.

Augusta, 5 00 a. m. and 1 40 p. m.
Columbia, 62 mls.—to Branchville, 62 mls.—to Columbia 1 30 mls.—to Au

Distance from Charleston to Branchville, 62 mls.—to Columbia 130 mls.—Augusta, 137 mls.—Fare to Branchville, \$2 50.—to Columbia, \$5 00.—Augusta, \$5 50.

WILMINGTON AND MANCHESTER RAILROAD.
J. P. ROBERTSON, Genl.

WILMINGTON AND MANCHESTER RAILROAD
WM. S. MULLINS, Pres., Wilmington. J. P. ROBERTSON, Gen. Supt., N. C.
Leave Wilmington 8:30 a. m.; 8:45 p. m. Arrive at Marion, 11:06 a. m. and 11:15 p. m.

Wm. S. MULLINS, Pres., Wilmington. J. F. ROSEN, Sec.,
Trains leave Wilmington, 6 30 a. m. and 8 45 p. arrive at Marion, 11 06 a. m. and
1 46 p. m. and Kingsville, 4 30 p. m. and 7 20 a. way Stations.
Trains leave Kingsville, 6 10 a. m. and 5. arrive at Marion, 10 17 a. m.
and 11 04 p. m. and Wilmington, 3 26 p. m. stops at intermediate
Stations. Distance 171 mls. Fare to Marion, \$3 50. Through Fare, \$6 00.

NORTH CAROLINA RAILROAD.

NORTH CAROLINA RAILROAD.

CHARLES F. FISHER, Pres., Salisbury, N. C.
 Meetings at 8:15 a. m. & 1:30 p. m. St.

CHARLES F. FISHER, Pres., Salisbury, N. C.
Trains leave Goldsboro for Charlotte, 6 15 a. m. & 1 30 p. m. Stopping at way Sta.
Leave Charlotte for Goldsboro 1 10 and 5 30 a. m. " "

Trains leave Goldsboro for Charlotte, 6 15 a. m. and 5 30 p. m. " "
Trains leave Charlotte for Goldsboro 1 10 and 5 30 a. m. " "
Distance 223 miles.—Through Fare, \$7 75.
NORTH AND SOUTH CAROLINA RAILROAD.

223 miles.—Through Fare, \$7 75.
CHARLOTTE AND SOUTH CAROLINA RAILROAD.
 T. J. SUMNER Supt., Col

CHARLOTTE AND SOUTH CAROLINA RAILROAD.
WM. JOHNSTON, Pres., Charlotte, N. C. T. J. SUMNER Supt., Columbia, S. C.
Columbia for Charlotte, 7 30 a. m.; 7 00 p. m. } Distance, 100 miles.

Wm. Johnston, Pres., Charlotte, N. C. } Distance, 100 miles.
Trains leave Columbia for Charlotte, 7 30 a. m.; 7 00 p. m.
Trains leave Charlotte for Columbia 6 15 a. m.; 12 00 p. m. } Through Fare, \$4 25.

CLINTON AND PORT HUDSON RAILROAD.

CLINTON AND PORT HUDSON RAILROAD.
Trains leave Clinton on Monday Wednesday and Friday at 7 30 a. m. Returning,
leave Port Hudson at 3 p. m. same days. F. H. W. RAYNARD, Agent,

F. H. W. RAYNARD, Agent,

RICHMOND, FREDERICK & POTOMAC R. R.

EDWIN ROBINSON, Pres., & W. N. BRAGG, Supt., Richmond Va.

Please inform the Publisher, for correction, if any errors are found in this Guide.

WASH. TO RICHMOND.				STATIONS.		RICHMOND TO WASH.			
EXP.	EXP.	Pop'n	S. C. M.	DEPT	TRAINS	DEPT	M.	S. C.	EXP.
AM	PM				AM/VE				AM
10 30	11 41			0	Acquia Creek *	75	2	50	10 31
11 18	12 42			14	Fredericksburg	61	2	50	9 48
12 42	2 22	200	1 25	46	Chesterfield	29	2	50	8 20
1 04	2 46	175	1 70	54	Taylorville	21	8	00	2 55
2 25	4 00	35000	2 25	75	Richmond	0	6	46	7 30
PM	AM				DEPT				PM

*Steamboat to Washington.

SOUTH WESTERN AND MUSCOGEE RAILROAD.

R. H. CUYLER, Pres., Savannah, Ga. GEORGE W. ADAMS, Supt., Macon.

MUSCOGEE R.R.—D. DRIFFIN, Pres., GEO. W. ADAMS, Supt., Columbus, Ga.

Trains leave Macon for Columbus 9 45 a.m. & 1 45 p.m. Returning, leave Columbus for Macon 4 00 a.m. 3 45 p.m. Leave Macon for Albany 7 20 a.m. and 1 45 p.m. Returning, leaves Albany 6 40 a.m. and 3 00 p.m.

CUTHBERT EXTENSION.—Trains leave Smithville at 5 20 a.m. and 4 02 p.m. for Dawson. Returning, leave Dawson at 4 00 a.m. and 1 50 p.m.

Distance, 99 miles. Fare, \$4 00.

TENNESSEE AND ALABAMA RAILROAD

J. MARSHALL, Pres., and W. O. N. PERKINS, Supt., Nashville, Tenn.

Trains leave Nashville 6 30 p.m.; 3 30 p.m. for Thompson's. Returns 8 30 a.m. and 5 25 p.m. Distance, 27 miles. Fare, 90 cents.

LOUISVILLE AND NASHVILLE RAILROAD.

JOHN L. HELM, Pres., and JAMES F. GAMBLE, Supt., Louisville, Ky.

Trains leave Louisville for Munfordsville 6 15 a.m. 2 50 p.m. Munfordsville for Louisville, at 1 50 p.m. 5 25 a.m. March 20, 1859.

MCMINNVILLE AND MANCHESTER RAILROAD.

P. H. MARRURY, Pres., & P. H. COFFEE, Supt., McMinnville, Tenn.

Trains leave McMinnville 8 15 a.m. for Tallahoma. Leaves Tallahoma for McMinnville 1 30 p.m. Distance, 35 miles. Through Fare, \$1 50.

MEMPHIS AND CHARLESTON RAILROAD.

SAM'L TATE, Pres., B. AYRES, Supt., Western Division, Memphis. W. J. ROSS, Supt., Eastern Division, Huntsville.

Trains leave Memphis for Chattanooga 10 55 a.m. Leave Chattanooga for Memphis 10 45 p.m. Distance, 309 miles. Through Fare, 12 50.

MOBILE AND OHIO RAILROAD.

Hon. MILTON BROWN, Pres., and L. J. FLEMING, Supt. & Eng., Mobile.

Trains leave Mobile for West Point 7 30 a.m. 8 40 p.m. Leave West Point for Mobile 6 30 a.m. Distance 232 miles. Through Fare, \$9 30.

GEORGIA RAILROAD.

J. P. KING, Pres., Augusta. GEO. YONGE, Gen. Supt., Augusta, Ga.

Trains leave Augusta for Atlanta 12 45 a.m. 2 45 p.m. Leave Atlanta for Augusta 12 00 a.m. & 10 00 night. Distance, 171 miles. Through Fare, \$5 50.

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KINGS MOUNTAIN RAILROAD.

W. C. BEATTY, Pres., & EDWARD THOMAS, Supt., Yorkville, S. C.
A train leaves Chester at 1 30 p m, arr. at Yorkville 3 00 p m. I've
Yorkville 7 45 a m., arr. at Chester 9 15 a m. Dis., 2 miles. Fare, \$1.

CENTRAL (GEORGIA) RAILROAD.

R. R. CUYLER, Pres., & EMERSON FOOTE, Supt., Savannah, Ga.
Trains leave Savannah for Macon 12 15 p m Day Pass., & 11 45 Night
Pass. Leave Macon for Savannah 10 45 a m 10 p m. Distance, 90 miles.
Through Fare, \$7 00.

MILLEDGEVILLE & EATONTON RAILROAD.

Train leaves Gordon 11 50 a m, arrive at Eatonton 2 35 p m. Leaves
Eatonton 5 00 a m, arrives at Gordon 7 50 a m.
Dis., 38 miles. Fare, \$1 90. EMERSON FOOTE, Supt., Savannah.

ALABAMA & TENNESSEE RIVERS RAILROAD.

W. WALKER, Pres., Selma, Ala. DANIEL SULLIVAN, Supt., Selma.
Trains leave Selma for Columbiana 8 00 a m. Returning, leave Co'm
biana 7 00 a m for Selma. Distance, 73 miles. Fare, 4½ cents a mile.

SAVANNAH, ALBANY & GULF RAILROAD.

Dr. J. P. SCRIVEN, Pres., and GASPER J. FULTON, Supt., Savannah, Ga.
Trains leave Savannah for Little Satilla 8 00 a m. Returning, leave
Little Satilla for Savannah 1 45 p m. Distance, 72 miles.

JEFFERSON & LAKE PONCHARTRAIL RAILROAD.

Trains leave Tivoli Circle 6, 8 20, & 10 20 a m; 12 20, 2 0, 4 20, & 5 20
p m. From the Lake 6, 8 10, 10 10 a m; 12 10, 2 10, 4 10, 5 10, 7 10, p m.
Fare—Between N w Orleans and Carrollton, 15 cents each way. Be-
tween Carrollton and the Lake, 10 cents each way.

PONCHARTRAIL RAILROAD.—Cars leave New Orleans at 6, 7 30, 9, 11 &
12 m, & 2, 4, 5, 6, 7, 8, 9, & 10 30 p m. Leave the Lake 5, 6 30, 8, 10 &
11 30 a m, and 1, 3, 4 30, 5 30, 6 30, 7 30, 8 30, & 10 10 p m.

HOUSTON & TEXAS CENTRAL RAILROAD.

ABRAHAM GROESBEECK, Pres., & F. B. CHASE, Supt., Houston.
Trains leave Houston for Hempstead 7 a m & 3 00 p m. Returning at
7 00 a m & 3 00 p m. Fare, \$2 50. Distance, 50 miles.

ATLANTA AND WEST POINT RAILROAD.

JOHN P. KING, Pres., Augusta. GEO. G. HULL, Supt., Atlanta.
Trains leave Atlanta for West Point 10 15 a m & 12 30 a m. Leave
West Point for Atlanta 3 55 a m & 2 55 p m. Distance, 87 miles. Thro'
Fare, \$3 50.

FLORIDA RAILROAD.

Leave Fernandina every day at 12 m, arriving at Baldwin 3 00 p m,
and Trail Ridge 4 00 p m. Leave Trail Ridge every day at 4 00 a m, &
Baldwin 5 00 a m, arriving at Fernandina at 8 00 a m
GEO. W. CALL, Sec. Florida Railway Co.

EAST TENNESSEE AND GEORGIA RAILROAD.

C. WALLACE, Pres., Knoxville, Tenn. R. C. JACKSON, Supt., Athens.
Trains leave Dalton 6 15 p m for Knoxville. Leave Knoxville 11 00
a m for Dalton. Distance, 110 miles. Through Fare, \$5 00.

SOU

W. C. SMED

Inform the p

VICKSBURG

Acc. Exp.

P M	A M
2 50	6 00
3 20	6 55
3 50	7 05
4 15	7 30
4 45	8 00
5 25	8 55
5 45	9 00
6 40	10 20
7 2	11 20
8 0	12 30
P M	P M

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SOUTHERN—MISSISSIPPI—RAILROAD.

W. C. SMEDES, Pres., Vicksburg, Miss. GEO. H. HAZLEHST, Gen. Supt

Inform the publisher, for correction, if any errors are found in this Guide.

VICKSBURG TO MORETON					STATIONS.		MORETON TO VICK.			
Acc.	Exp.	Pcp'n.	\$	c.	M	DEPT	ARR'VE	M	\$	c.
P M	A M							A M	P M	
2 50	6 00	6000	0	0		Vicksburg	81 3 50	11 20	7 55	
3 20	6 55		50	10		Borina	71	10 50	7 25	
3 50	7 05		80	18		Edwards	63 2 70	10 20	6 55	
4 15	7 30		1	20	27	Bolton	54 2 30	9 55	6 30	
4 45	8 00	975	1	50	35	Clinton	46 2 00	9 25	6 00	
5 25	8 50		2	00	45	New Orleans Junc.	36 1 20	8 50	5 25	
5 45	9 00	3550	2	00	46	Jackson	35 1 50	8 35	5 10	
6 40	10 24	820	2	60	61	Brandon	20	90	7 40	3 50
7 2	11 25		3	00	72	Pilahatchee	9	50	7 05	2 50
8 0	12 37		3	50	81	Moreton	0	0	6 30	1 35
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ROME (GEORGIA) RAILROAD.

WM. R. SMITH, Pres., Rome, Ga. W. S. COTHRAN, Supt., Rome, Ga.

Trains leave Rome for Kingston at 11 30 a m and 6 15 p m.

Leave Kingston for Rome at 2 00 and 8 15 p m. Distance, 20 miles.

Fare, \$1.00.

ATHENS BRANCH.—Leave Athens 11 30 a m, arrive at Atlanta 12 00 night. Leave Augusta 2 45 p m, and arrive at Athens 9 45 p m.

WASHINGTON BRANCH.—Leave Washington 2 00 p m., arrive at Atlanta 12 night. Leave Augusta 2 45 p m. arrive at Washington 7 20 p m.

WARRENTON BRANCH.—Leave Warrenton 3 00 p m, arrive at Atlanta 12 night. Leave Augusta 2 45 p m, arrive at Warrenton 6 30 p m.

SHELBYVILLE LATERAL & RUSHVILLE RAILROADS.

(Leased and run by the Jeffersonville Company.)

Trains leave Edinburg 1 00 p m for Rushville. Returning, leave Rushville 5 00 p m for Edinburg. Distance, 36 miles. Through Fare, \$1 10.

SCIOTO AND HOCKING VALLEY RAILROAD.

E. A. SPENCER, Pres., Somerset, O. TH. KENDALL, Supt., Portsmouth, O.

Trains leave Portsmouth 7 00 a m and 1 40 p m, arrive at Bloom 8 30 a m and 3 10 p m, at Hamden 11 a m and 5 40 p m. Trains leave Hamden 6 15 a m and 12 15 p m arrive at Bloom 9 03 a m 2 45 p m, Portsmouth 10 40 a m, 4 15 p m. Distance, 26 miles. Fare, \$1 50.

IRON RAILROAD.

S. W. DEMPSEY, Pres. H. CLARKSON, Supt., Ironton.

Trains leave Ironton 7 00 a m 1 00 p m for Center Station. Returning, leave Center Station 9 00 a m and 3 00 p m. Distance, 13 miles. Through Fare, 30 cents.

TUNIS' INTERNATIONAL

The Season at Niagara Falls.

We have had a most delightful opening of the season at this place, which has infused new life into every department of business. We are enjoying our first instalment of warm weather and if it continues, it will rapidly increase the number of visitors. The present appearances are decidedly favorable for a prosperous season. The well known "Cataract House" was opened on Saturday last, April 30th, and some few visitors are daily arriving. This old established House promises to maintain the reputation it has enjoyed for many years under the management of Messrs. WHITNEY, JERAULD & Co., the present proprietors, who are in every respect well qualified to dispense the luxuries of life to a pleasure-seeking public. The house has been thoroughly repaired, the rooms newly papered and painted, and it seems more inviting in appearance than ever. We need not inform the public of the character and standing of this house, as it is well known throughout the country, especially to those who have made it their home while visiting the Falls. Its situation is felicitous, near the banks of the river, commanding an excellent view of the Rapids, while the cool breezes from the rushing waters are truly refreshing in warm summer days or evenings. The internal arrangements of the house are perfect, blending the luxuries of a city home with the healthful influences and pure atmosphere peculiar to this locality. It has always been a favorite, and bids fair to receive its full share of patronage during the season which has opened so auspiciously.

The Clifton House and International are not yet opened, but are being well fitted up, preparatory for the busy season. We understand they will open about the 20th.

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RAILROAD GUIDE.

Railroad Items.

The Michigan Central Railroad is one of the best conducted roads in the United States. R. N. Rice, Esq., of Detroit, Superintendent, is well known to the public as a most efficient manager, and his reputation as a man carries an influence highly beneficial to the interests of the road. Persons going west cannot select a more comfortable, safe and expeditious route than by the Great Western and Michigan Central. Both roads are furnished with sleeping cars, so that a night's travel is attended with no inconvenience or fatigue.

— The Buffalo, New York and Erie Railroad, with A. D. PATCHIN, as President, cannot fail to command a liberal share of the public patronage. The management of this road cannot be excelled by that of any other road in the country. Every convenience connected with Railroad travel will be found on this line, and it will continue to be a favorite route with the traveling community, as it is a connecting link between the Western roads and the N. Y. and Erie Railroad to New York City.

New Advertisers.

A. E. Goodrich & Co., J. D. Smedley, Agent, Nos. 154 and 156 South Water St., Chicago, are extensive Manufacturers and dealers in all kinds of Oils, and possess unusual facilities for furnishing Rail Roads, Machinists, and Tanners with superior qualities of oils suitable for their respective uses. (See adv. p. 147.)

Dr. Cadwell's Eye & Ear Infirmary, Corner of Randolph & Dearborn Sts., Chicago, is an important institution and we learn, from a personal visit to his rooms, as well as from published testimonials, that the doctor is meeting with unusual success in his treatment of the many dangerous diseases of those delicate organs. No one should delay in calling upon him at the first appearance of the diseases to which he devotes his entire attention. (See adv. p. 147.)

TUNIS' INTERNATIONAL

Oscar B. Sloan, No. 24 South Water St., under Richmond House, Chicago, is proprietor of Sloan's celebrated Ointments and Condition Powders which are known and appreciated throughout the country. (See adv. p. 156.)

G. H. Hull & Co., Commission Merchants, No. 223 Kinzie St., Chicago, are reliable in their business transactions, and use every endeavor to further the interests of consignors. (See Card on p. 156.)

Harvey & Wallace, Lock St., Buffalo, Carriage and Sleigh Manufacturers, are turning out great numbers of fine specimens of workmanship in their line, which for elegance and durability are not surpassed. Give them a call. (See adv. on p. 151.)

Geo. D. Teller, 194 Washington St., Buffalo, is an extensive Manufacturer of Looking Glass and Picture Frames, and dealer in Mirrors Rail Road Companies Manufacturers, and business men generally, who wish their Show Cards framed in beautiful style, and at moderate rates, should not fail to call on him.— (See adv. on back of Map.)

Bonney's Hotel corner of Washington and Carroll Sts., Buffalo, is a popular house, and merits a good share of public patronage. E. Younglove, proprietor. (Card on p. 151.)

The Mansion House, corner of Main and Exchange Sts., Buffalo, is well kept, in a central location, and commands a liberal patronage from the traveling public. P. Dorsheimer, proprietor. (Card on p. 151.)

Geo. Roche's Saloon, at the Hamilton station on the Great Western Railway depot, furnishes excellent meals and refreshments which are always ready on the arrival of all trains. It is a first class Saloon, and well kept. (Adv. on p. 53.)

At Chatham station, on the Great Western Railway, passengers will find good refreshments, while trains stop to wood and water. (Adv. on p. 53.)

A PARSON reading the funeral service at a grave forgot the sex of the deceased, and asked one of the mourners, an Emerald, "Is this a brother or a sister?"

"Nather," replied Pat; "only a cousin."

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New Books.

HIGH LIFE IN NEW YORK, by Jonathan Slick, Esq., with Humorous Illustrations, neatly bound in cloth, 300 pages. Philadelphia, T. B. Peterson & Bros.

This work is decidedly rich ; depicting the interesting adventures of a "live Yankee" in the fashionable society of the great Metropolis, and promises to eclipse any of the former productions of the "Slick" family. It is full of fun, written in the genuine Yankee vein, and Mr. Slick has described his various comical adventures with a flow of wit, and freshness of humor rarely equalled. We think no one can read it aloud without contracting the "rale gennewine" nasal twang, so peculiar to the distinguished author from Weathersfield. If the old saying is true, none but spare individuals should read the book,—they will become decidedly *embonpoint* before they reach the last chapter.

"THE HARP OF A THOUSAND STRINGS," is the title of a new book, published by Dick & Fitzgerald, New York. This is not a medical work, though it is an excellent prescription for invalids, especially for those inclined to be a *little bilious*. Neither is it a particularly religious work, though containing a sermon from that celebrated divine of the "Hard Shell Baptist" persuasion, who first introduced the unequalled musical instrument of 125 octaves,—th.

TUNIS' INTERNATIONAL

"harp of a *thou*-sand strings" It is full of laughter, provoking sketches, comically illustrated, and contains no indelicacy or grossness. It must be a favorite with a fun-loving public; contains 368 pages, neatly bound, and will be sent to any address in the United States, free of postage, at \$1.25.

HARPER'S WEEKLY.—This popular Illustrated Family paper has just commenced the publication of Dickens's new serial, "A Tale of Two Cities," which will be continued from week to week until completed. The Weekly has no superior in the list of illustrated papers for interesting and instructive matter. See advertisement, on map.

THE WAVERLEY NOVELS—T. B. Peterson and Brothers, Philadelphia, are issuing a cheap edition of the Waverley Novels, those standard works from the pen of Sir Walter Scott. They are neatly printed, and the low price at which they are published will place them within the reach of all classes of readers. We have several of the list—"Ivanhoe," "Guy Mannering," "Rob Roy," "The Antiquary," "Old Mortality," "The Abbott," "Waverley," &c., and a new number is issued every week. The list numbers twenty-six complete volumes, which are mailed, free of postage, for five dollars, or sold in single volumes at 25 cents. Sold by all News dealers throughout the country.

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RAILROAD GUIDE.

Steamboat Offices at Niagara Falls.

H. McKAY, Esq., long and favorably known as the Agent of the American Line of Steamers, has opened his office in the Cataract Block. These steamers leave Toronto at 1 o'clock and Lewiston at 4 o'clock, P. M., touching at Rochester, Oswego, and connecting at Ogdensburgh with River St. Lawrence steamers for Montreal.

S. D. HAMLIN and M. D. PALMER are Agents for the Royal Mail Line of Canada Steamers, and have opened their office at the corner of Main and Bridge sts. They are also agents for the Buffalo, N. Y. & Erie, and New York & Erie Railroad route from Buffalo to New York.

All Sorts.

On the arrival of a train from the north, at Sandoval, Ohio, the other day, among the passengers in one of the cars was a Frenchman, who afforded no little amusement. Immediately after arriving at Sandoval, the locomotive was detached for the purpose of "wooding up." The Frenchman, thinking he was about to be left behind, started after the engine. The engineer ran slow till he got hold of the tender, and then commenced "pulling out." For about a mile the Frenchman made very good time, greatly to the amusement of a crowd of passengers collected on the platform. The engineer finally stopped, and explained matters, when "Monsieur" started back, blowing and swearing. On arriving at the station, he was greeted with deafening cheers. He not yet appreciating the joke, turned round to the crowd, with—"He dat takes me for a fool is himself picked up for a fool. I will see about dis!" And he made his way back to the car from which he emerged, amid the laughter and applause of the amused spectators.

TUNIS' INTERNATIONAL

FIRST class in natural philosophy stand up.—John Tompkins, what is attraction?"

"Dun'no, sir."

Urchin from bottom of class—"Please, sir, I know."

"Well, what is it?"

"It's the look that a blue-eyed gal gives to her lover."

"Right, sir. Now, tell me what inertia is."

"Inertia, sir, is a desire to remain where you are—a feeling that a piece of calico experiences when leaning against a canary-colored velvet vest."

"Right, again—spoken like a young philosopher.—Take the head of the class—go to the foot, John Tompkins—I'll never make a philosopher of you. Next class in philosophy, stand up."

A FELLOW went, some time since, into the store of a fashionable dress-maker.

"Have you any skirts?" he asked, with a serious emphasis.

"Plenty of them!"

"What is the lowest price per cord?" said the chap.

"A cord?" replied the woman, in astonishment.

"Yes, about a cord. Up in our diggings the petticoats has gin out. I see you advertise 'corded skirts,' and I thought, while my hand was in, I would take what you had corded up."

The dress-maker fainted.

Why is an overworked horse like an umbrella?—Because he is used up.

Always doubt the sincerity of a girl when you see her wipe her mouth after you kiss her.

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COMPARATIVE TIME-TABLE

SHOWING

THE TIME AT THE PRINCIPAL CITIES OF THE UNITED STATES

Compared with Noon at New York City.

NOON AT NEW YORK.

Augusta,	11 30 A.M.
Boston,	12 12 P.M.
Buffalo,	11 42 A.M.
Baltimore,	11 30 A.M.
Columbus,	11 25 A.M.
Cleveland,	11 30 A.M.
Chicago,	11 06 A.M.
Cincinnati,	11 19 A.M.
Charleston,	11 37 A.M.
Detroit,	11 24 A.M.
Halifax,	1 06 P.M.

NOON AT NEW YORK.

Indianapolis,	11 15 A.M.
Louisville,	11 14 A.M.
New Orleans,	10 55 A.M.
Pittsburg,	11 35 A.M.
Philadelphia,	11 55 A.M.
Portland,	12 15 P.M.
Richmond,	11 46 A.M.
St. Paul,	10 45 A.M.
St. Louis,	10 55 A.M.
Toronto, Can.,	11 39 A.M.
Wheeling,	11 33 A.M.

NOON AT CHICAGO.

Boston,	1 06 P.M.
Buffalo,	12 36 P.M.
Baltimore,	12 44 P.M.
Cleveland,	12 24 P.M.
Detroit,	12 18 P.M.
Halifax,	2 00 P.M.

Indianapolis,	12 09 P.M.
New York,	12 54 P.M.
Philadelphia,	12 49 P.M.
Portland,	1 09 P.M.
St. Louis,	11 49 A.M.
Toronto, Can.,	12 33 P.M.

Travelers should in all cases consult the above Table of Local Time, as there is no Standard Railroad Time in the United States or Canada. Places West are "slower" in time than those East, and vice versa.

THE GAS ECONOMIZER,

PLACED OVER THE COMMON BURNER,
GIVES

100 PER CENT. MORE LIGHT
FROM

A Given Quantity of Gas.
IT COSTS LESS AND PERFORMS MORE
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RAILROADS
& STEAMERS.

EYE AND EAR INFIRMARY,

Cor. Randolph & Dearborn Sts.,

(Over Thayer's Drug Store.)

CHICAGO, ILL.

DR. CADWELL,

(Formerly of Toronto.)

Has opened an Infirmary at the above location, and is treating all diseases of the Eye and Ear with a success never before equalled in this country, as testimonials from the highest sources will prove. There are but few, if any, diseases of these delicate organs which he cannot cure, if applied to in season.

Examinations and advice free. Also, his work on Diseases of the Eye and Ear furnished gratis on application.
CHICAGO, May, 1859.

m1

Western Land Agency,

OF

A. J. GALLOWAY & CO.,

75 Lake Street,

Chicago.

This Company have for Sale

100,000 ACRES

Of Land, lying on the Line of the

ILLINOIS CENTRAL RAILROAD

Which they will sell to actual settlers in tracts of 40 acres and upwards, on long credit, with three per cent. interest. These lands were long since selected in the vicinity of Stations, affording to the purchaser a ready and convenient means of transportation of produce to market. The facility and economy with which they can be cultivated, their fertility and productiveness, and easy terms of payment, render them desirable to those who wish a home which can be paid for from its own productions. In addition to these they have

200,000 ACRES

Of Lands in Illinois and Iowa, most of which are adjacent to Railroads, which can be sold at low rates for cash or short time payments, either for settlement or speculation. They have also **TOWN LOTS** for Sale at the principal and most thriving Stations on the Line of the Illinois Central Railroad; and will sell lots in the Towns of Kankakee, Onarga, Loda, Urbana, Tolono, Effingham, Farina, Edgewood &c., to persons wishing to locate permanently in business on reasonable terms and credit.

They have established Branch Agencies throughout the State, where lands or lots will be shewn to those, desiring to purchase, free of charge.

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W. E. TUNIS.

PUBLISHER TUNIS' NEW R. R. GUIDE,

Niagara Falls, N. Y.

GENERAL DEALER IN AMERICAN AND ENGLISH
PAPERS & PERIODICALS,

Of Every Description,

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Having Good arrangements with the Publishers. Wholesale Agents, and with Railroad Companies. I am enabled to furnish the Canada and Western Trade to better advantage than any one in the business.

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Dealers will find it to their advantage to procure their supplies through me.

Catalogues and Price Lists furnished on application.

All orders addressed to me at *Niagara Falls, N. Y., Clifton, C. W., Detroit, Mich., Milwaukee, Wis.*, will meet with prompt attention.

References in New York.

Messrs. HARPER & BROS.,

ROSS & TOUSEY,

BAINBRIDGE BROS. & CO.,

ROBERT BONNER, Publisher N. Y. Ledger,

DICK & FIZGERALD,

CARSON & HARD.

FRENCH MEDICAL INSTITUTE,

FOR THE TREATMENT OF

Chronic and Specific Diseases,

512 BROADWAY, - - - NEW YORK.

DR. SAMSON,

Has the honor of informing his former patients and the public generally, that he has returned from his travels in Peru, Brazil and Ecuador, and re-opened his offices at No. 512 Broadway, New York, opposite the St. Nicholas Hotel.

The success which he formerly enjoyed in the treatment of Diseases of the Lungs, Chronic and Specific Diseases of any kind, will be still increased by the splendid collection of wonderful Vegetable Remedies, which he brought with him from his travels in South America, and principally from the Valley of the great Amazon River.

He mentions particularly the Peruvian Coca, or Indian Betel, which is an unfailing Remedy in all cases of Consumption, Bronchitis, Asthma, Nervous Debility, Rheumatism and Paralysis, and crowned with immediate success in Neuralgic Affections. It is recommended by Von Humboldt and the late Lt. Herndon, U. S. N., in their works on the exploration of the Amazon River.

The Flor del Ucaiali, another new remedy, will eliminate out of the system every trace of bad humor, is far superior to Sarsaparilla, is purely vegetable, and the most effectual remedy in all cases where the body has been or is still affected with that horrible disease Syphilis in all its forms, which destroys the organism, and is inherited by children and grandchildren.

In Peru and Brazil, where this Disease exists to a great extent, the Flor del Ucaiali is considered the only reliable Remedy, giving purity to the blood, curing in a very short time and forever all ulcerations and discharges of a specific nature, and re-establishing the tone and vigor of the System in a few weeks, even in the oldest and most neglected cases.

General Debility and Impaired or lost generative powers, Seminal Weakness, &c., &c., are cured with certainty by this great Remedy.

He may confidentially be consulted at his Rooms, 512 Broadway, opposite the St. Nicholas Hotel, from 10 a. m. to 5 p. m. (where references and certificates can be had), or by correspondence, by addressing Box 3,576, General P. O., New York.

CHARGES MODERATE.

Consultations in English, French, German, Spanish, and other Languages.

512 BROADWAY, opposite the St. Nicholas Hotel.

February, 1859.—y1

JOHN C. HARVEY.

ROBERT A. WALLACE.

HARVEY & WALLACE,

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E. YOUNGLOVE, Proprietor.

Cor. Washington & Carroll Sts.,

Board, \$1.50 per day.—m-59 BUFFALO, N. Y.

MANSION,

COR. OF MAIN & EXCHANGE STS.,

BUFFALO.

P. DORSHEIMER.

[May, 1859.]

"TIME SAVED IS MONEY GAINED."

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We are Agents for, and take the whole *Editions* (except mail subscriptions) of the *New York Ledger*, *Yankee Privateer*, *Pictorial Clipper*, *New York Clipper*, *Nich. Naz* and *National Police Gazette*, and are also Agents for *'Emis' New International Railroad Guide*, and the leading *Weeklies*. Orders from the Trade solicited, and promptly filled.

ROSS & TOUSEY,

No. 121 Nassau St., N. Y.

Refer to the principal Booksellers and Publishers of New York and Boston.

Jun, 1859—1y





CLIFTON HOUSE—GEO. P. SHEARS, Proprietor.
Situatd directly in full view of both American and Canadian Falls.
Niagara Falls, Canada Side.

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TUNIS'
New Illustrated Guide
 TO
NIAGARA FALLS.

A NEW

COPPER-PLATE MAP!

*The Largest and Most Complete of Niagara Falls and River,
 has just been Engraved, and will accompany this.*

**The Most Complete Illustrated Niagara Falls Guide
 Ever Published!**

**The Work has been Carefully Completed
 Up to the Present Time.**

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 Falls, and all the shops at the Falls.**

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